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Draft
1999 Metropolitan
Transportation Plan

May 1999



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Sacramento, CA 95816

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Our Mission:

Delivering transportation projects, providing public information and serving as a dynamic forum for regional planning and collaboration in the greater Sacramento Metropolitan Area.

The Sacramento Area Council of Governments (SACOG) is an association of local governments formed by four counties and fifteen cities. SACOG serves the entire Counties of Sacramento, Sutter, Yolo and Yuba and the Cities of Lincoln, Rocklin and Roseville in Placer County.

SACOG is governed by a Board of Directors composed of County Supervisors or City Councilpersons, appointed by the member jurisdictions. The Board is advised by several policy and technical committees. A full time staff is employed to implement Council policies and work programs as well as coordinate the efforts of consultants who are retained to augment the staff's efforts.

SACOG serves as an advisory agency to local government on matters of interjurisdictional concern, and has developed a comprehensive planning program in transportation and has been designated to fulfill mandates in airport land use planning, housing, air quality and water quality.

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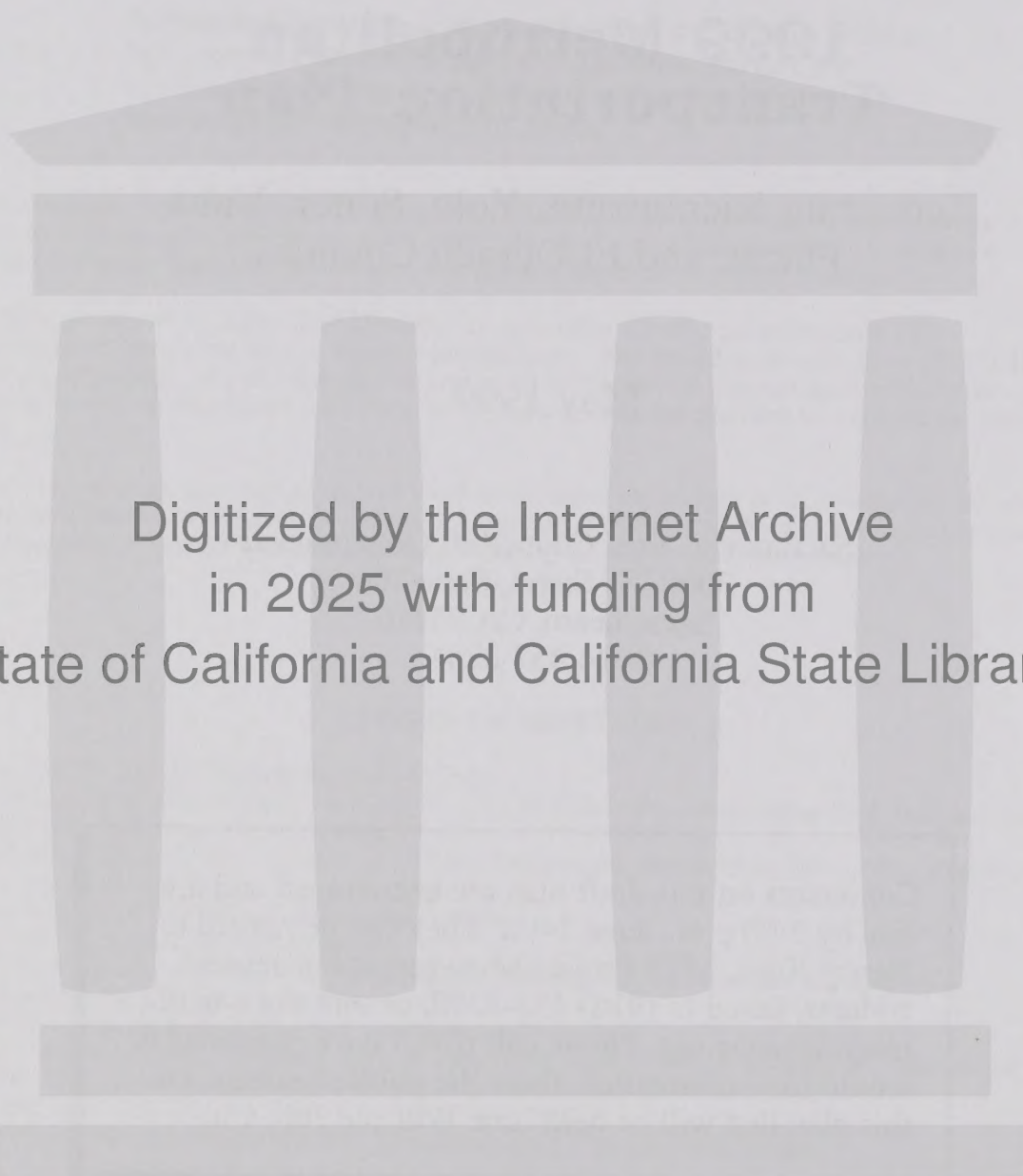
1999 Metropolitan Transportation Plan

covering Sacramento, Yolo, Sutter, Yuba,
Placer, and El Dorado Counties

May 1999

Sacramento Area Council of Governments
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Comments on this draft plan are encouraged and are due by 5:00 p.m., June 14th. They can be mailed to Nancy Kays, MTP Project Manager, at the above address, faxed to (916) 457-3299, or sent via e-mail to nkays@sacog.org. Please call if you have questions or would like information about the public hearings on this plan that will be held June 17th and July 15th.



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SUMMARY

The plan proposes \$2.8 billion in revenue measures to help a growing region accommodate more jobs and housing, better maintain its roads, and hold the line against the congestion and mobility problems which will occur as we grow over the next 24 years...

The *Draft 1999 Metropolitan Transportation Plan* is a minor update of the 1996 Plan that makes technical adjustments, extends the plan period to 2022, and adds a number of projects. A major update with extensive public outreach to the region's business community and general public will begin soon and is scheduled for completion in 2002.

The Draft 1999 Plan is a 24-year blueprint for \$15 billion worth of transportation improvements and programs for the six-county Sacramento planning area for the years 1999 through 2022. It proposes \$2.3 billion in new revenue measures to help the growing region accommodate more jobs and housing, catch up on road maintenance, and hold the line against the congestion and mobility problems which will occur as we continue to grow as a place to live and work. The proposed new revenue measures -- a statewide gas tax hike and extension of Sacramento County's Measure A sales tax -- would be subject to voter approval.

The population of the planning area is currently estimated at 1.8 million people. This includes Sacramento, Sutter, Yolo and Yuba Counties, and El Dorado and Placer Counties except for the Lake Tahoe Basin. The 24-year *Metropolitan Transportation Plan* is designed to help guide future transportation investment decisions in a balanced manner, sufficient to make needed improvements in all modes of surface transportation, within the limits of resources. If this plan is implemented, in 24 years the region will have:

- Well-maintained streets, roads, and highways
- Public transit service at least as frequent as today, and more frequent in some places
- Expansion of the light-rail system to the south and east and within downtown Sacramento
- Carpool lanes on segments of U.S. 50, I-80, and I-5, as well as extensions of the Route 99 carpool lane
- Operational improvements at freeway bottleneck locations
- A new bridge between Marysville and Yuba City
- More and faster Capitol Corridor train service to the Bay Area, with ten daily round trips
- New commuter rail service between Placer County and Sacramento

- Improved local roads through lane additions and intersection improvements
- Improved freeway interchanges
- Expanded transit service that is accessible to wheelchair users, elderly persons, and disabled persons
- More bikeway facilities, including separate bike paths, freeway overcrossings, and bike lanes on streets
- Coordinated traffic operations systems that monitor and manage traffic on freeways and major local roads
- An extensive effort to clean up vehicle emissions that cause ozone pollution

These improvements are not all paid for, though. If this plan's financial recommendations are followed, in 24 years time motorists will be paying 13 cents more per gallon in fuel tax (through a one-cent-per-gallon-per-year increase starting in 2002) and the transportation sales tax in Sacramento County also would be extended beyond its scheduled expiration date in 2009.

Forecasts predict an additional 1 million people and 520 thousand more jobs by the year 2022, bringing the total metropolitan planning area to 2.7 million and the employment base to 1.3 million jobs. Much of the job growth will be outside downtown Sacramento, in Roseville and Rocklin, Rancho Cordova, West Sacramento and Natomas, although downtown Sacramento also is forecast to see healthy job growth over the 24-year planning period.

Issues For Transportation Planning

Discussions over the past several years with the public and with partner planning agencies in the region have focused on a number of key issues. A survey of likely voters also turned up interest in certain issues, all of which are dealt with or discussed to some extent in this plan. These issues -- not in any priority order -- are: (1) operations and maintenance for roads and public transit, (2) air quality, (3) peak-period congestion, (4) long-distance travel, (intercity and interregional), (5) availability and accessibility of transit, (6) freight transportation, (7) suburb-to-suburb travel, (8) better integration of all modes of transportation, (9) transportation funding, and (10) bicycle and pedestrian projects.

Specific Transportation Strategies in the Draft Plan

The recommended expenditures in the draft plan include: \$103 million in bicycle and pedestrian improvements, \$1 billion in bus and light rail improvements including extensions of light rail to the Amtrak station in downtown Sacramento, and extensions to Folsom and Elk Grove, \$306 million of carpool lanes, \$690 in new or improved freeway interchanges, \$2 billion in local road and bridge improvements, \$3 billion in transit operations and maintenance, \$6 billion in road maintenance (including catching up on deferred maintenance), \$104 million on transportation management strategies (including high-tech information systems), and \$90 million on transportation-related air quality strategies.

Some of the key capital projects in the Plan are the following:

Major improvements to Routes 70 and 99 in Yuba and Sutter Counties are proposed including a third bridge over the Feather River, purchase of right-of-way for an eventual Route 70 Marysville Bypass, passing lanes and related safety improvements on Route 99 until it is eventually widened to freeway status, widening Route 70, and widening Route 20 at Sutter Bypass Bridge.

Upgrading of Highway 65 to freeway status is proposed to handle growing travel demand and safety issues in that corridor and widening Highway 49 in the Auburn area is planned to alleviate congestion in the growing urban area.

Carpool lanes are proposed to relieve congestion on U.S. 50 between Downtown Sacramento and Shingle Springs Road, on I-80 between Longview and the Placer County line, on I-5 from I-80 to Sacramento International Airport and from Laguna Boulevard to J Street, and extension of the existing lanes on Route 99 from Martin Luther King Boulevard to B Street in Downtown Sacramento.

Bypass highway projects will remove through-traffic from within some communities. The plan includes a Route 65 bypass of Lincoln, a Route 49 bypass of Auburn, and a right-of-way acquisition for the Route 70 bypass of Marysville.

Public-transit expansion is called for, with new light-rail lines between Downtown Sacramento and Elk Grove, to the Amtrak terminal in Sacramento and eventually to 7th and B Streets in the SP Railyards redevelopment area, and on the Folsom line to Downtown Folsom. A commuter rail service is planned for the route between Auburn and Davis. The plan also includes bus service expansions and improvements in transportation services to elderly and disabled persons.

Traffic operations systems are proposed to better manage freeway traffic flows on U.S. 50, I-80, and I-5.

A new bridge over the American River in Folsom will increase river-crossing capacity as well as will widenings of the Watt Avenue and Hazel Avenue river bridges.

Revenue Projections

Full implementation of this 24-year plan will cost around \$15 billion (in escalated dollars). Our projected existing revenues come up about \$2.3 billion short. For that reason, the plan proposes two new revenue measures: 1) an increase in the statewide gas tax of one cent per gallon per year, starting in the year 2002 and staying flat after 2015; and 2) in Sacramento County, renewal of Measure A, the county's sales tax for transportation improvements, which will expire in 2009. The gas-tax increase would net about \$1.2 billion for SACOG's four-county membership region. The renewal of Sacramento County Measure A in 2009 would generate an additional \$1.6 billion for county jurisdictions.

Without these additional revenues, a major portion of road maintenance work will continue to be deferred, driving up the ultimate cost of maintenance as the need for regular maintenance gives way to the need for major reconstruction. Also, extension of the South Line light-rail

service beyond Meadowview Road would be doubtful for completion within the timeframe of this plan.

How to Comment on the Draft Plan

SACOG will be taking comments until 5:00 p.m., June 14th. All comments can be sent to Nancy Kays at Sacramento Area Council of Governments, 3000 "S" Street, Suite 300, Sacramento, CA 95816 or by e-mail at nkays@sacog.org. We encourage your input and will report it to the SACOG Board of Directors. Public hearings will be held at the SACOG offices on June 17th and July 15th, when the Plan is scheduled for adoption.

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INTRODUCTION

This Metropolitan Transportation Plan identifies the region's transportation needs, states goals and objectives, calls for capital and operating improvements needed by the year 2022, and recommends a package of revenue measures to fund the improvements. This plan is a relatively modest update to the 1996 plan. A more extensive update is envisioned for 2002...

This plan describes a 24-year blueprint, covering the years 1999 through 2022, for transportation and related air-quality strategies in a six-county metropolitan planning area centering on Sacramento, California (see Map 1 -- all of the maps for this plan are located at the end)¹.

According to direction from the SACOG Board of Directors, this plan is a relatively modest update to the plan that was adopted in 1996. The update is primarily to meet federal requirements that long-range transportation plans be updated every three years and in air-quality non-attainment area, be evaluated for conformity to air quality plans. Changes from the 1996 plan include --

- Extension of the plan period from 1996-2015 (20 years) to 1999-2022 (24 years). A 24-year planning period will allow for the minimum 20-year planning horizon until the next update of the plan in 2002. A 20-year planning horizon is important in federal review processes.
- Addition of some new projects that were the outcomes of recent studies and corridor plans.
- Conformance of the first three years of the plan with the Metropolitan Transportation Improvement Program, a three-year spending program for state and federal funds, and

¹In air quality non-attainment areas, federal law requires Metropolitan Planning Organizations, such as SACOG, to include the entire non-attainment area in long-range transportation plans. In this case, transportation plans for the portions of El Dorado and Placer Counties in the Sacramento non-attainment area are included in this plan by agreement with the transportation agencies in those counties. SACOG also has an agreement with the Metropolitan Transportation Commission that MTC performs transportation planning for Solano County.

- Modification of the long-term funding plan.

A more detailed description of these changes is found later in this section, under the heading "Detail of Changes to the 1996 Plan."

The next update of the plan, a major update, will be adopted in the year 2002. Extending the horizon year to 2025, it will incorporate many collaborative outreach and planning strategies that have been carefully developed by SACOG and others over the past two years. Also considered in the next plan update will be the outcomes of the on-going studies such as the I-80 Corridor Plan, the I-5 Corridor Major Investment Study, and the Suburban Travel Study.

The geographic area covered by this plan -- currently with a population of around 1.8 million people -- includes Sacramento, Sutter, Yolo and Yuba Counties, and the portions of El Dorado and Placer Counties that are outside of the Lake Tahoe Basin. The plan is designed to help guide future transportation investment decisions in a balanced manner, sufficient to make needed improvements in all modes of surface transportation, within the limits of expected resources. If the plan is implemented, by the year 2022 the region will have:

- Well-maintained streets, roads, and highways
- Public transit service at least as frequent as today, and more frequent in some places
- Expansion of the light-rail system to the south and east and within downtown Sacramento
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These improvements are not all paid for, though. If this plan's financial recommendations are followed, in 24 years motorists will be paying 13 cents more per gallon in fuel tax through a one-cent-per-gallon-per-year increase starting in 2002 and ending in 2015. The transportation sales tax in Sacramento County also would be extended beyond its scheduled expiration date in 2009.

Contributors To The Plan

This plan reflects the collective viewpoint of many agencies and groups throughout our planning region. We work with staff of the cities and counties, countywide transportation agencies, public-transit agencies, local air-quality districts, state and federal agency staff, and members of advocacy groups with transportation, environmental, and other interests.

We receive general public input through public meetings and mail-back cards, letters, and phone calls generated by our newsletters, information booklets and web page. Most of this public outreach took place in the development of the 1996 plan, with the addition of the outreach detailed in Appendix B, Community Input Plan. Outreach to groups that are normally under-represented in our planning process has been achieved in this update of the plan through additions to our mailing list for outreach materials. The next update of the plan, to be adopted in 2002, will have an even more extensive outreach effort -- a Transportation Roundtable group of stakeholders advising the Board of Directors on the plan, public forums, presentations to groups, meetings with advisory committees, newsletters, and information on SACOG's web page.

Because this is a minor update to the 1996 plan, nearly all of the transportation projects are carried forward from that plan. Some were not in the 1996 plan, but were developed since then, and added this year. These include newer project proposals that were developed to deal with growing congestion, to provide mobility to newly developing communities, or to meet other needs.

Detail of Changes to the 1996 Plan

Two of the most significant changes to projects already contained in the 1996 Plan include:

- Replacing the urban interchange at Howe/Power Inn/Folsom Blvd. in Sacramento with a series of more modest improvements arising from the City's Southeast Area Transportation Study; and
- Increasing the cost of the Sacramento air district's heavy-duty NOx reduction program from \$28 million to \$80 million, reflecting the current estimated cost to achieve the five-ton per day reduction called for in the State Implementation Plan for Air Quality.

Some of the more significant projects added to the plan include:

- Adding HOV (high-occupancy-vehicle, or carpool) lanes on U.S. 50 from El Dorado Hills Blvd. to Shingle Springs Rd.
- Adding HOV lanes on I-5 from Laguna to J Street and from I-80 to the Sacramento International Airport. These lanes were included in the 1993 plan, but were deleted in the 1996 plan due to financial constraints.
- Adding HOV lanes on U.S. 50 from Sunrise to Mayhew, which were recommended in the U.S. 50 Corridor Major Investment Strategy completed in 1997. These HOV lanes have also been in the Plan before, but were dropped in 1996 due to financial constraints.
- Adding auxiliary lanes on I-5 from Richards Blvd. to Garden Highway.

- Adding a third lane to the connector from westbound I-80 to the Capital City Freeway.
- A Traffic Operations System on sections of I-80 and U.S. 50.
- An Intelligent Transportation System project to link the traffic and transit operations systems between Sacramento, Sacramento County, Caltrans, and Regional Transit.
- Building sixteen major bicycle and pedestrian projects.
- Modifying six freeway interchange projects: Two of these projects are located at the Interstate 5 interchange at Interstate 80. The others are located at Interstate 80 and Route 51 (Capital City Freeway), at Route 99 and Walnut Avenue, at U.S. 50 and Missouri Flat Road, and at Route 49 and Bell Road.

Plan Options

For this update of the plan, SACOG's role under the California Environmental Quality Act (CEQA) was to develop and analyze several plan options, defined as follows:

No Project Option (1999 Transportation Network): The No Project Option consists of the existing transportation system, plus any projects planned to be constructed and in place by November 15, 1999. The California Environmental Quality Act requires a No Project Option for comparison with other options.

Current Plan Option (1996 MTP and Amendments): This is SACOG's existing Metropolitan Transportation Plan, developed in 1996 and subsequently amended three times. This serves for comparison purposes, enabling us to judge the environmental impacts of the Proposed Plan Option compared to the existing plan. If the proposed plan is not adopted, then the set of transportation projects contained in the current plan would likely be carried out through the reaffirmation of the current plan. The Current Plan Option, therefore, also represents the most reasonable alternative to the Proposed Plan Option.

Proposed Plan Option (1999 MTP): The Proposed Plan Option consists of an update of the current plan, as detailed in this document. Projects contained in the 1996 plan, as amended, constitute the core of this update. Some of these projects have been modified for various reasons. In addition, a number of new projects are being proposed for inclusion, as well as more funding for transportation system maintenance, rehabilitation, and operations.

Two other options were discussed by staff and the Regional Planning Partnership, but not analyzed. These were:

No New Revenues Option: The SACOG Board of Directors considered whether or not to continue to advocate and assume new revenues to fund transportation projects. Although no project list was developed for this option, the Board of Directors decided to reject the option and to include a fuel-tax increase and the renewal of Sacramento County's Measure A sales tax in the 1999 Plan.

Expanded Project List Option: The Regional Planning Partnership considered an option that would have added many more new roads, road widening projects, and interchanges, which were proposed by local jurisdictions and Caltrans. Following the recommendation of the Partnership,

staff worked with the project sponsors to ensure that the project list that was presented for approval by the Board of Directors reflected the modest nature of this update which the Board had intended.

According to our memoranda of understanding with Placer and El Dorado Counties, this plan includes transportation projects submitted by two counties developed through their own regional transportation planning agencies. SACOG's role in regard to El Dorado and Placer Counties is to ensure that their proposals fit within SACOG's funding-constrained metropolitan plan from a financial standpoint, to iron out any conflicts between their proposals and proposals in SACOG's plans, and to provide certain air-quality analysis on their desired transportation projects, as required by federal planning law.

In summary, this plan includes major projects of regional significance that are needed to maintain mobility, such as public-transit expansion and increasing the carpool-lane network in the Sacramento metropolitan area, and long-sought highway improvements needed to upgrade and modernize the highway system in the Marysville-Yuba City area. The plan also includes numerous local road, intersection, interchange, and bicycle projects that local agencies told us are important for meeting their needs. Some of these local projects will be candidates for state or federal funding, but many will be locally funded through developer fees or other local sources. As a regional agency, SACOG has no decision-making role in locally funded projects, unless they involve a connection to a state highway. We still include these locally funded projects on our list, and include them in our system-wide technical analysis to ensure that the analysis is as accurate as possible. The plan described here represents the best combination of strategies and improvements we could develop, given the region's projected growth patterns, the resulting travel patterns, and the limits of the region's resources.

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THE METROPOLITAN TRANSPORTATION SYSTEM

The Metropolitan Transportation System is the primary focus of SACOG's long-range transportation planning efforts. Some projects in the plan aren't considered to be part of the Metropolitan Transportation System, but we include them to provide state and federal funding eligibility for them. The system described here will continue to be our major focus. It consists of the

BACKGROUND

Bicycle and pedestrian ways—Metropolitan Transportation System includes bicycle ways that are regionally significant, being either developed by SACOG's Bicycle Task Force in 1993. Criteria for how and how been developed the regionally significant pedestrian ways that will be included in the next update of the plan.

Community connectors—these are roads or transit services that serve as the primary connections between communities. They are critical to the region's economy and mobility.

Freight distribution routes—in addition to roadways already covered, this category includes the Port of Sacramento's Deep Water Channel into the Sacramento River.

Ports and airports—these intercity facilities are a critical element in the movement of freight and long-distance passenger travel.

Public-transit routes, including bus, light rail, heavy rail passenger lines, and associated facilities such as stations or terminals and their grounds—public transit is an important element in mobility, air-quality and congestion-relief strategies.

River crossings and approaches—river crossings are vital links across natural barriers. Since the number of available river crossings is limited, these facilities often are congested.

Roads with projected traffic volumes over 25,000 vehicles per day by the year 2015—this criterion was developed to address that portion of the road system that encompasses the greatest travel demand.

BACKGROUND

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Bicycle and pedestrian ways -- Metropolitan Transportation System includes bicycle ways that are regionally significant, using criteria developed by SACOG's Bicycle Task Force in 1993. Criteria for have not yet been developed for regionally significant pedestrian ways but will be included in the next update of the plan.

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Roads with projected traffic volumes over 25,000 vehicles per day by the year 2015 -- this criterion was developed to address that portion of the road system that accommodates the greatest travel demand.

Six-lane roadways -- same as the previous criterion.

State highways, and interchanges -- State routes and interchanges play a major role in the transportation system and are required as part of the system by federal and state legislation.

Transportation management facilities and services, including demand-, system-, and operations-management -- this category includes such things as park-and-ride lots, ramp meters, ridesharing services, and other strategies aimed at improving the efficiency of the transportation system, or increasing the use of alternative modes of travel. By improving efficiency, these facilities and services contribute to the overall performance of the system.

Map 2 shows the roadway component of the Metropolitan Transportation System.

GROWTH FORECASTS

The six-county metropolitan planning area is expected to absorb another 994,000 people and 519,000 more jobs by the year 2022...

This projected growth will bring the region to a total population of over 2.7 million people and an employment base of 1.3 million jobs by 2022, according to SACOG's growth projections. Sacramento County will account for about half of the region's growth. About 51% of population growth and 51% of job growth will occur there. However, Sacramento County will lose some of its relative share of the region's jobs and population as other counties account for an increased share. While Sacramento County is projected to gain about 507,000 people, its share of the region's total population will slip from 65% to 60% by 2022. The same holds true for job growth. Sacramento County is expected to gain about 264,000 jobs, but its share of the region's total job base will slip from 68% to 61%, due to job growth in the other counties. Placer County's share of jobs will grow from 12% to 16%, and Yolo County's from 10% to nearly 12%. For population, Placer County's share will grow from nearly 12% to 15%, with changes of a percentage point or less in the other counties shares. (See Figures 1 and 2 below). Note: The source of all projections in this chapter is the SACOG Regional Data Center.

Figure 1. Relative Population Shares by County, 1997 and 2022

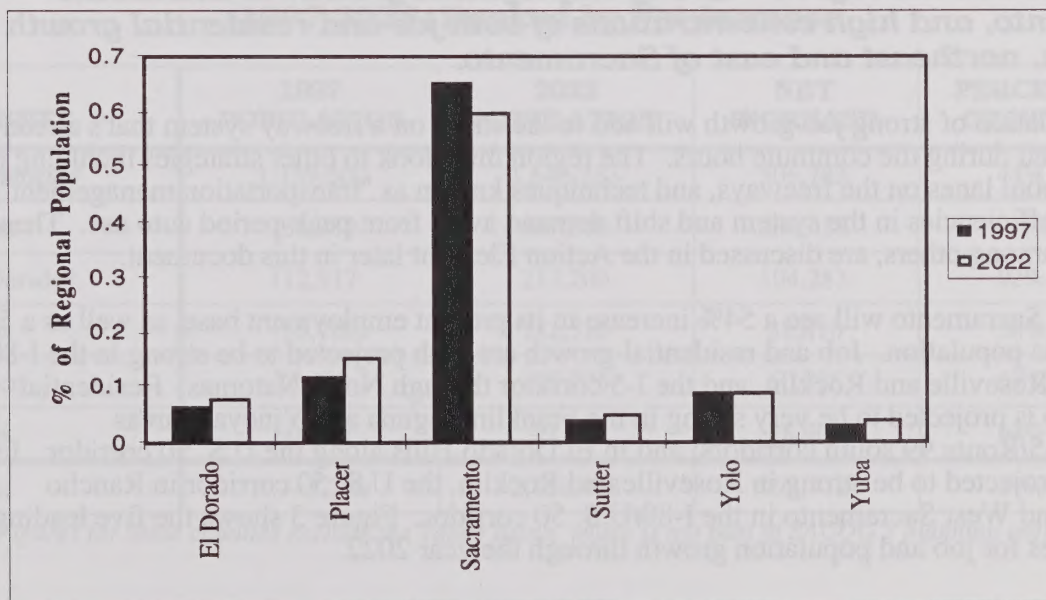
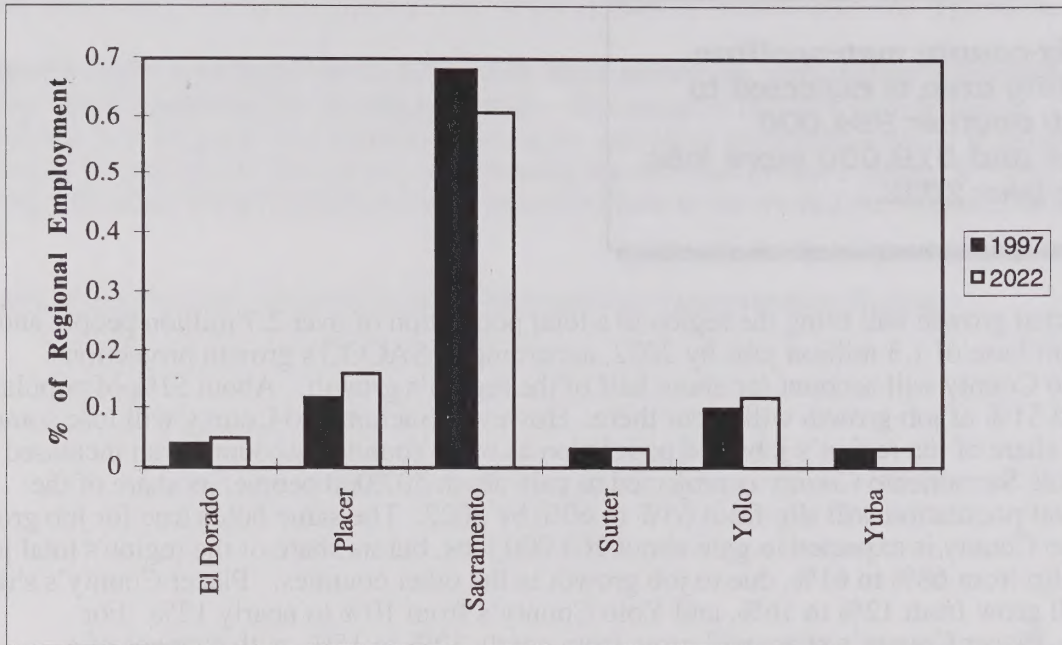


Figure 2. Relative Employment Shares by County, 1997 and 2022



The Pattern of Growth

The geographical pattern of growth will follow land-use patterns already well established in the region – strong employment growth in downtown Sacramento, and high concentrations of both job and residential growth to the north, northeast and east of Sacramento.

The continuation of strong job growth will add to the stress on a freeway system that's already overburdened during the commute hours. The region must look to other strategies including public transit, carpool lanes on the freeways, and techniques known as "transportation management" to try to gain efficiencies in the system and shift demand away from peak-period auto use. These strategies, among others, are discussed in the Action Element later in this document.

Downtown Sacramento will see a 54% increase in its present employment base, as well as a 54% growth in its population. Job and residential growth are both projected to be strong in the I-80 corridor in Roseville and Rocklin, and the I-5 corridor through North Natomas. Residential growth also is projected to be very strong in the Franklin/Laguna and Vineyard areas along the I-5/Route 99 south corridors; and in El Dorado Hills along the U.S. 50 corridor. Job growth is projected to be strong in Roseville and Rocklin, the U.S. 50 corridor in Rancho Cordova, and West Sacramento in the I-80/U.S. 50 corridor. Figure 3 shows the five leading communities for job and population growth through the year 2022.

**Figure 3. Five Leading Communities in
Population Growth and Employment Growth,
1997-2022**

POPULATION		EMPLOYMENT	
COMMUNITY	NET INCREASE	COMMUNITY	NET INCREASE
Franklin / Laguna	79,019	Roseville	70,290
Vineyard	56,940	Rancho Cordova	51,099
North Natomas (north of I-80)	55,784	Downtown Sacramento	53,244
El Dorado Hills	54,854	West Sacramento	40,281
Roseville	50,347	Franklin/Laguna	27,225

The communities highlighted in boldface are in the top five both for population and employment growth.

By the year 2022, the region will have three job centers of more than 100,000 employees each -- Roseville in Placer County, Rancho Cordova in Sacramento County, and downtown Sacramento. Freeways and rail service will connect downtown Sacramento with the other two job centers. Travel between the Roseville/Rocklin and Rancho Cordova job centers will have to be serviced mainly by arterial surface streets, such as Sunrise Boulevard and Hazel Avenue/Sierra College Boulevard.

Figures 4 and 5, below, show the distribution of growth by county.

**Figure 4. Population Growth by County,
1997-2022, Ranked by Net Increase**

COUNTY	1997 POPULATION	2022 POPULATION	NET INCREASE	PERCENT GROWTH
Sacramento	1,139,500	1,646,283	506,783	44%
Placer*	202,939	407,550	204,611	101%
El Dorado*	112,917	217,200	104,283	92%
Yolo	153,700	242,510	88,810	58%
Sutter	75,400	125,725	50,325	67%
Yuba	60,800	99,700	38,900	64%
Total	1,745,256	2,738,968	993,712	57%

** Figures for these counties exclude the Tahoe Basin, which is not part of SACOG's planning region.*

Figure 5. Employment Growth By County, 1997-2022, Ranked by Net Increase

COUNTY	1997 EMPLOYMENT	2022 EMPLOYMENT	NET INCREASE	PERCENT GROWTH
Sacramento	501,853	766,176	264,323	53%
Placer*	85,950	202,810	116,860	136%
Yolo	75,212	147,715	72,503	96%
El Dorado*	27,845	58,240	30,395	109%
Sutter	22,752	43,075	20,323	89%
Yuba	22,837	37,240	14,403	63%
Total	736,449	1,255,256	518,807	70%

* Figures for these counties exclude the Tahoe Basin, which is not part of SACOGs planning region.

The tables show that while Sacramento County garners about half of the *net* growth, the percentage growth, or growth *rate*, is higher in all other counties.

Maps 3, 4, and 5 graphically depict the growth trends in population, numbers of households, and employment in the region.

ISSUES AND CHOICES

SACOG works with planning partners and the general public to identify the region's key transportation issues and choices that need to be made about those issues. Discussion and consensus-building has been carried on over time and has led to the choices made in this plan...

In its list of projects and programs, this plan demonstrates choices about the development of our regional transportation system over the next 24 years. These choices are informed by the goals and objectives listed in the Policy Element and a number of key issues in the region, which include:

- (1) operations and maintenance - road and public transit
- (2) air quality
- (3) peak-period congestion
- (4) long-distance travel (intercity and interregional)
- (5) availability and accessibility of transit
- (6) freight transportation
- (7) suburb-to-suburb travel
- (8) better integration of all modes of transportation
- (9) transportation funding
- (10) bicycle and pedestrian projects

(1) Operations and Maintenance – Road and Public Transit

Since the 1996 Plan was developed, SACOG has undertaken an assessment of the costs of preserving the investment in our roads and transit systems in the Sacramento region ², the results of which are summarized below.

Road Maintenance

For lack of funding, we are falling seriously behind on road maintenance in this region. In many rural areas, this is a severe problem. The consequence of deferred maintenance is that future road repair will be relatively more costly and the costs to motorists will rise. Our report estimates that the region as a whole spends only about 57% of the \$150 million it would cost

²Staff memo to the SACOG Board of Directors, "1999 Metropolitan Transportation Plan: Update on Road and Transit Operating and Maintenance Cost Estimates," October 15, 1998.

annually to adequately maintain our system of streets and roads in a good state of repair. In addition, we estimate that there is over \$900 million of maintenance backlog at this time. When projected to the year 2022, the horizon year of this plan, the estimate is that we would have to spend \$5 billion to catch up on the backlog and adequately maintain the current road system. At this time, some jurisdictions are turning to funding sources that are normally used for new capital projects for maintenance.

Transit Operations and Maintenance

Public transit systems in the region spend about \$98 million a year to run and maintain bus and rail services. Projected to the year 2022, this amount grows to about \$3 billion. Unless funding for operations and maintenance increases, these systems cannot expand to meet growing transit demand. To meet the current service needs, transit agencies are using a proportionately larger portion of the overall transportation funding available to them each year.

This plan, which is an interim update between two more significant updates, places an emphasis on maintenance and operations of the transportation system. Additional revenues, generated through the expansion of the plan from 20 to 24 years and a more optimistic forecast for projected federal and state revenues, are coupled with relatively few capital projects added to the plan after the year 2015. This has provided an opportunity to balance the revenues and the costs of the plan by increasing the level of funding for operations and maintenance. Development of pavement management systems in all jurisdictions in the SACOG area, which will help to manage road maintenance to maximize the use of public funds, is one of SACOG's Regional Priority Projects.

(2) Air Quality

The Sacramento metropolitan area is classified as a severe non-attainment area for ozone pollution, according to the U.S. Environmental Protection Agency. This means our air quality hasn't yet attained the federal standards called for in the federal Clean Air Act. This classification gives us until the year 2005 to attain the federal air-quality standards. Air pollution poses potential threats to public health, and has been found to reduce agricultural crop yields as well, according to studies by the California Air Resources Board. In our region, the link between air quality and public health is most apparent during the summer when ozone pollution sometimes prompts warnings that people should avoid strenuous exercise, or that people with respiratory problems should stay indoors.

The air quality issue has been raised at numerous public meetings that SACOG has convened in recent years. Air quality is as important an issue as transportation, and many people believe it's more important. A 1995 survey of 1,400 likely voters found that of 21 public-interest issues, respondents ranked air quality as the sixth most important issue, while traffic congestion ranked only 16th out of the 21 issues.

To address air quality, this plan includes a number of programs intended to improve air quality by reducing emissions from motor vehicles (including cars, buses, trucks, motorcycles, and other vehicles). These programs include the Heavy Duty NOx (Oxides of Nitrogen) Reduction Program and the Spare The Air informational campaign, sponsored by the Sacramento Metropolitan Air Quality Management District; the rideshare service operated by SACOG for the region; a City of Davis program to reduce vehicle trips; and the acquisition of compressed natural gas buses by transit agencies. This plan includes a large increase to the Sacramento Air District's Heavy Duty NOx Program (from \$28 million in the 1996 plan to \$80 million in this

plan). The increase reflects the current estimated cost to achieve the five-ton per day reduction called for in the State Implementation Plan for Air Quality. Implementation of clean-fuel vehicles and alternative fueling stations in the region is one of SACOG's Regional Priority Projects.

Another way in which SACOG links air quality planning with transportation planning is through air-quality conformity analysis. This analysis involves the use of an air quality computer model that forecasts the amount of vehicular air pollution from mobile sources (such as cars, buses, trucks, motorcycles, and other motor vehicles). These emissions forecasts are then analyzed to determine if they are within acceptable limits determined by the State Implementation Plan for Air Quality. If the projected air-quality impacts are greater than those acceptable limits, we cannot get federal funding or permits for many of the transportation projects in the plan. Our report on this analysis is published under separate cover.

(3) Peak-Period Traffic Congestion

Perhaps the most visible transportation problem is the congestion and delay that occurs during the commute hours on our transportation system. Freeways and major local roads seem jammed with cars every weekday morning and evening. Delay is experienced as a matter of course, and if there's a breakdown or an accident, the delay is even worse. Congestion will increase over the next twenty-three years, because the region is expected to add roughly 57% more people and 70% more jobs. This growth inevitably means congestion will increase, since most of the new people will use their cars to get around, just like most people do today. Using one key measure of congestion -- the total person miles traveled in congested conditions during commute hours -- the region's congestion in 2022 will be roughly five times what it is today. This *doesn't* mean five times as many vehicles will be on the road; our projections indicate about 57% more vehicle trips on the road each day. However, that 57% increase in vehicle trips can cause a much greater proportional increase in congestion, because it takes only a small increase in vehicles to cause or exacerbate a bottleneck on a particular roadway or at a particular intersection.

Peak-period congestion causes delay to all travelers who are trying to get someplace, and that includes freight delivery trips. Due to late deliveries of freight, and people being late for business meetings, sales calls and other events, the economic cost of congestion has been estimated statewide in the billions of dollars. While it is difficult to place a dollar value on an hour of delay, most observers agree that congestion does incur a high cost to the state and regional economies. Congestion also contributes to air pollution, particularly during the winter months when carbon monoxide is generated in high-traffic locations by the idling of engines caught in delays.

This plan includes many projects intended to relieve existing congestion or stave off future congestion. These congestion-relief projects include carpool lanes on State Route 99, U.S. 50, I-80, and I-5, widenings of the American River bridges on Watt Avenue and Hazel Avenue in Sacramento County, a new bridge over the American River in Folsom, widening of Route 70 to expressway status south of Marysville, a third bridge over the Feather River between Marysville and Yuba City, widenings of many local roads throughout the region, and expansion of public transit service in Sacramento, Yolo and Placer Counties. Construction of the new South Line light-rail service to Calvine/Auberry is scheduled for completion by 2007, and extension of the existing light-rail line from Mather Field Road/Mills Station to Downtown Folsom by 2002. In addition, electronic systems are planned to monitor and manage traffic flow on the freeways. Finally, this plan includes many bikeway projects throughout the

region. Some analysts believe that bikeways can help reduce congestion to a degree, if they provide routes convenient enough for some motorists to use a bicycle instead of driving.

Throughout its planning and programming processes, SACOG incorporates the elements of a federally-required Congestion Management System, or CMS. SACOG's corridor and area studies, long-range plan, project selection processes, project evaluations, and data collection and analysis tools combine to meet this requirement. A flow chart showing more details and relationships pertaining to the CMS is shown in Appendix C.

(4) Intercity And Interregional Travel

The SACOG region is crossed by highways that provide long-distance transportation to travelers passing entirely through the region. Some of these facilities are freeways, like I-80 and I-5, while others are still only two-lane highways in some places, like Routes 70 and 99 between Sacramento and the Marysville-Yuba City area. I-80 and U.S. 50 are part of the Bay Area-to-Tahoe route, and Route 99 and I-5 are part of the north-south routes up and down the West Coast. These routes not only carry individuals making recreational or business trips through the region, but they are major truck routes as well. Separation of local traffic from longer-distance travel has long been a goal of planners and engineers. As it is, a relative lack of arterials or other alternate routes forces many local travelers to depend on freeways, even for short commute trips.

The desire to separate long-distance travel from local travel is evidenced in some of this Plans' recommendations -- right-of-way for a Route 70 Bypass of Marysville, for example, and a Route 65 Bypass of Lincoln in Placer County. The Yuba City-Marysville urbanized area remains one of California's last urbanized areas not connected to the state's freeway and expressway system. This makes long-distance driving slow and inconvenient for people in that area or for people passing through, since the highways connecting Yuba City and Marysville with Sacramento, Oroville and Chico are still only two-lane highways in some segments. This plan includes upgrading Route 99 to a 4-lane conventional highway by 2005 and upgrading Route 70 to an expressway by 2010. Some segments on these routes will be completed sooner, along with safety improvements.

The desire for separate local and long-distance facilities also was behind suggestions made in the late 1980s and early 1990s for bypass highways or beltways around the northern and eastern sides of Sacramento. However, Caltrans in the early 1990s dropped its studies of the proposed Route 102 north of Sacramento, and the Southeast Area Transportation Study to the south and east Sacramento, due to opposition from some of the affected communities. The California Transportation Commission called for maximizing use of the I-80 corridor before further pursuit of Route 102. As a result, an I-80 Corridor Plan, which is jointly led by SACOG, the Placer County Transportation Planning Agency, and Caltrans, is currently underway. SACOG's 1995 likely voter survey showed that respondents were not receptive to the construction of beltways.

The Capitol Corridor train service, operated by the Capitol Corridor Joint Powers Board, provides rail links between the SACOG region and the San Francisco Bay Area. The easternmost terminus is in Colfax, with one round trip per day. The six other daily round trips travel between Auburn or Sacramento and Oakland or San Jose. The Capitol Corridor service is an important intercity link for this region. It also is the only regularly-scheduled public transportation between Sacramento and the Bay Area that is accessible to wheelchair users. Longer-distance train service is available on a limited basis from Amtrak, via its California Zephyr (Bay Area to Chicago) and Coast

Starlight (Seattle to Los Angeles) services. In 1995 Amtrak reduced its California Zephyr service from seven days a week to four, due to funding problems.

This Plan reflects intentions of the Capitol Corridor Joint Powers Board to increase service from its current six daily round trips to 10 daily round trips by the year 2002. The state is planning \$70 million in track improvements to speed up the service between Sacramento and the Bay Area. The goal of 10 round trips per day is one of SACOG's Regional Priority Projects.

(5) Availability and Accessibility of Transit

The need for more public transportation in the Sacramento area has emerged at numerous public meetings over past years. This concern has been expressed from several angles -- some cite a need to expand the light-rail system to more places, others would like to see more express-commute services provided by buses, and still others call for local circulator services using vehicles smaller than conventional buses. In addition, discussion has focused on the need for more accessibility in transit services, particularly to wheelchair users, elderly persons and disabled persons who have difficulty getting to bus stops and boarding buses. A recent development is the transit needs of former welfare recipients who need to get to jobs.

General / Fixed-Route Transit Service

The desire for expanding bus and light-rail service primarily aims at two goals -- reducing traffic congestion by making public transit more convenient to more people; and ensuring mobility to people who depend on public transit either because they don't have a car, can't drive, or choose not to use a car. It is hoped that expansion of service not only will improve mobility for those who depend on public transit, but also will attract more of the so-called choice riders, those who could use a car but choose public transit instead. To increase this ridership, transit must be provided to more places, and must run frequently enough to be convenient for travelers. In short, it must be more competitive with the private automobile. It will become increasingly difficult to attain this competitiveness as traffic congestion grows in the future. As congestion increases, the speed of traffic gets slower. As traffic speeds slow down, buses no longer are able to complete their routes in the scheduled amount of time. This means more buses are needed on a given route, to maintain the same frequency of service for people waiting at a given bus stop.

Light-rail service is less impacted by traffic congestion than buses are, since most portions of the light-rail line are along dedicated rights-of-way. However, traffic congestion does have an impact on some portions of light-rail service, particularly in the downtown Sacramento area and at various street crossings along the line. Improvement of light-rail service not only means expanding service by building new lines or extending the existing lines, but also requires operational improvements, such as modifying street crossings through grade separation (elevating tracks over the street, or vice versa), or double-tracking parts of the line to allow trains to pass each other in opposite directions. Single tracks require one train to pull off onto a siding and wait for the oncoming train to pass, before it can continue. These types of improvements appear to have popular support. In the 1995 survey of likely voters, light rail was the most popular specific transportation improvement among Sacramento respondents. In Yolo County, respondents preferred more bus service to widening streets by a 7-to-2 margin.

This plan calls for significant expansion of public transit, both bus and light rail. Plans include

expansion of Yolobus and Unitrans service in Yolo County (including permanent funding for Yolobus service to Sacramento International Airport, which is one of SACOG's Regional Priority Projects); expansion of the bus fleet of the Sacramento Regional Transit District, to maintain service levels and provide feeder bus service to an expanded light-rail system; and the light-rail expansion. The light-rail projects include extension of the Folsom Corridor to Downtown Folsom; construction of the new South Corridor, initially from downtown Sacramento to Meadowview Road and later from Meadowview Road south to the Calvine Road/Auberry Drive area; extension in the Downtown-Natomas Corridor to 7th and K Streets in downtown Sacramento to the Amtrak terminal at 5th and G Streets, and eventually northward to 7th and North B Streets.

The plan also calls for double-tracking two segments of light rail that currently only have a single track (from Royal Oaks to Swanston on the I-80 Corridor, and from 65th Street to Watt Avenue on the Folsom Corridor).

Other transit-related issues, such as coordination between different transit systems, are discussed by SACOG's Transit Coordinating Committee, which meets on a quarterly basis.

Accessible Transportation

As the region's population grows over the next 24 years, the demand for accessible transportation service will grow accordingly. These services typically are available to elderly persons, wheelchair users, and disabled persons. Accessible services generally are provided in one of two ways -- by outfitting regular fixed-route buses with wheelchair lifts, or by providing dial-a-ride services in wheelchair-accessible vans or small buses. The latter type of service is known as paratransit service. These types of services were ranked the third most important out of 22 general types of transportation improvements by respondents in SACOG's survey of likely voters.

These services have been provided for many years, but increased attention to paratransit has resulted from federal legislation adopted in 1990. The Americans with Disabilities Act, or ADA, guarantees disabled people the same rights of access to services and buildings that everyone else has. The ADA has had two primary impacts on the delivery of public-transit services: it requires that all transit vehicles and facilities must be wheelchair-accessible, and transit systems must offer paratransit services that are comparable to their conventional, or "fixed route," services. In addition to disabled populations, an aging population also will have needs to meet. SACOG's projections indicate the number of people 65 years and older will nearly triple by the year 2020, and the number of people 80 years and older will nearly quadruple. While ADA requirements may provide benefit to some people in this age group, ADA specifically is oriented toward disability, not age. As the 65-and-older age group grows from 11% of the population to 16% of the population by the year 2020 -- and the 80-and-older group grows from 2% to 4% of the population -- new transportation needs may arise.

This plan includes numerous bus acquisitions for transit operators in the region over the next 20 years, and these buses must be wheelchair-accessible as required by the ADA. The plan also includes fleet expansion for Paratransit Inc., with whom the Sacramento Regional Transit District has a contract to provide ADA complementary paratransit service. The plan also includes acquisition of new software and communications systems to enable Paratransit to better handle calls requesting trip services, and to improve the scheduling of those trips.

Access to Jobs

A new challenge for the region is the need for public transportation to jobs for people who were formerly welfare recipients. Research shows that the locations of workers and likely jobs are not always close and don't always work well with existing transit routes and schedules.

An application has been made for federal funding for expanded and innovative transit service to help meet these needs. A Regional Job Access Transportation Plan is scheduled to be completed by January 2000. This is also one of SACOG's Regional Priority Projects.

(6) Freight Transportation

Whether products are shipped by rail, ship, air, or truck, regional highways and local roads are very likely being used for some part of the trip. Trucking accounts for most freight traffic in the Sacramento region. In California, about 73 percent of freight volume is carried by trucks. A review of Caltrans data indicates that truck movements in the six-county planning area more than doubled between 1978 and 1993. The steepest growth rate was in the first ten years of that period, when the average annual growth rate of truck miles of travel was 7.6 percent, according to Caltrans' report "Truck Kilometers of Travel on the California State Highway System 1978-1993". During the last five years of that period, the growth rate dropped to 1.2 percent each year. Future growth is expected to continue at a rate of 1 to 2 percent per year, according to a study by Barton-Aschman Associates.

Freight movement by truck suffers from some of the same problems discussed earlier -- congestion on the roadway system delays deliveries and therefore may cause some economic loss to shippers. Mixing of auto traffic with truck traffic contributes to the congestion, and can pose safety and operational problems on the freeways around interchanges in the urban area. Also, in some newly developing industrial parks and warehouse areas, lack of freeway interchanges or adequate access roads makes truck movement difficult.

The Southern Pacific Railroad Company has recently been merged into the Union Pacific Railroad Company (UP), which has now taken control of the Donner Summit line, which is the line located in the I-80 Corridor. UP has been working to expand the Roseville rail yard to become a state-of-the-art rail cargo hub for Northern California. Today, the yard handles between 900 to 1,200 cars per day. After the renovation it is expected to process 1,800 to 2,300 cars per day. Although many more trains per day will be passing through the Roseville Railyard, intermodal transfers (that is, transfers to and from trucks) are being moved to a new facility in Lathrop, near Stockton. UP is concerned with the safety of at-grade railroad crossings with the increased number of trains moving through the region and has made plans to improve many of these crossings. The Placer County Transportation Planning Agency has estimated that the increase in trains could impact up to 10% of the county's population with longer waits at railroad crossings. The City of Sacramento has stated it would like UP to discontinue freight use of the Sacramento-Stockton line entirely, to facilitate light-rail service instead. The merged railroads also are expected to reduce the use of their Feather River route, and to limit service on that route to cargo that isn't time-sensitive in terms of delivery needs.

Water transport, provided by the Port of Sacramento, is limited by the shallowness of the waterway that leads to the port. The Sacramento Deep Water Ship Channel, leading from the port to the Sacramento Delta, is only 30 feet deep. This is too shallow for many of today's larger

vessels. There are plans and nearly enough funds to deepen the ship channel. The Yolo County Board of Supervisors has expressed its desire to see the channel project move forward, both for its economic benefits and because greater use of water transport could relieve some truck traffic from increasingly congested I-80.

Air freight in Sacramento is handled either at Sacramento International Airport (just off of I-5 in North Natomas) or at Mather Airport (near U.S. 50 in Rancho Cordova). Mather, a converted military air base, is the newer freight airport, and has been attracting some air freight business away from International. Mather has longer runways, lower rents and ramp use charges, and development is easier there. There is a growing concern on the part of nearby residents, however, about the increased level of noise from Mather as a result of the increase in flights. International has a Category 3 instrument landing system (useful in poor visibility conditions) and is located closer to many businesses in the I-80 Corridor. Overall, the air freight business in Sacramento is growing. Market forces are complex, however, and involve time, price, the types of businesses that use air freight, where the freight is being shipped to and from, and the ability of other airports in California to handle demand.

The Sacramento County Board of Supervisors has adopted a policy that air freight should be handled through Mather Airport, however many customers still prefer to use International for business reasons. Many customers are located along the I-80 Corridor and can reach International quicker than Mather.

Because air freight is market-driven, it is impossible to predict exactly what the demand for it will be in the future, which airport will be used, and to what extent. Trade with the Pacific Rim and Latin America could become much more important to all California airports, and spillover business from the heavily-impacted airports in the Bay Area could occur.

Another unknown is the future of McClellan Air Force Base. Although it is due to close as a base in the next few years, there is currently a plan to use part of it for privately-operated repair and maintenance of military aircraft. If this does not occur, there will be another former military base available for air freight operations. McClellan is located just off of I-80 at Watt Avenue and its re-use plans could heavily impact the I-80 Corridor in future years.

This plan includes many projects aimed at relieving congestion from highways and interchanges that serve as primary freight routes, both for truck freight and truck-to-airport deliveries. SACOG's Freight Advisory Council will work with us to develop a program of freight improvements for future plan updates. In addition to the congestion-oriented projects, this plan also includes by reference a set of aviation capital improvement projects at the various airport sites in the region. It is anticipated that these projects, which comprise SACOG's Regional Aviation Capital Improvements Program, will ultimately be adopted as an Element of the California Aviation System Plan. However, state funding for these projects is limited, so it is unlikely that more than just a few will ultimately receive funding. The aviation Capital Improvement Program process is discussed in more detail in the Aviation section of the Action Element. Appendix E is the Regional Aviation System Plan and Appendix F is the Regional Aviation Capital Improvement Program.

(7) Suburb-to-Suburb Travel

One of the most significant trends in metropolitan areas is the increase in suburb-to-suburb travel, particularly for commuting to work. This was studied and discussed as part of SACOG's Suburban Mobility Symposium in 1992 and in a recent report entitled "Needs Assessment Report; Study of Suburban Travel" (SACOG-98-030). Suburban travel needs are one of SACOG's Regional Priority Projects -- in particular, focusing on the Rancho Cordova-Folsom/South Placer Corridor, which serves as a connecting corridor between two of the major suburban employment centers. An increasing number of people commute from their homes in one suburb to their job in another suburb. This marked a change from traditional commuting situations in which a person lived in a suburb and commuted to a job in the central city, or situations in which a person lived and worked in the same community. Trips between suburbs have grown at a faster rate than trips from suburbs to downtown Sacramento. Of all the employed residents who live in Sacramento County, the percentage who work in the City of Sacramento has steadily declined since 1970 (see "Getting From Here To There . . . Unsnarling Sacramento's Suburban Traffic," SACOG, 1992).

However, the area's transportation system isn't designed to accommodate large volumes of trips between suburbs. For travelers going from one Sacramento suburb to another, if the destination suburb isn't along a freeway corridor or the light-rail line, travel choices are limited. Either they must travel a considerable distance on increasingly congested suburban streets that weren't designed for high levels of traffic, or they must use bus service that takes a long time, runs infrequently, and may require one or more transfers from one bus to another.

There are several reasons for the mismatch between travel patterns and system capacity. For one thing, suburban job centers sprang up very quickly, much more quickly than the traditional job center in downtown Sacramento. Suburban centers developed so quickly that communities didn't have time to plan adequate transportation improvements. On the other hand, some believe that some suburban job centers were poorly sited and allowed to develop too quickly.

Suburban job centers also can be difficult to serve with public transit, because they create travel patterns that are so dispersed around the region. Public transit is economically viable in situations where large numbers of people all are traveling along the same path to the same general destination area, or at least to areas within the same linear corridor. When people's travel patterns are widely dispersed around a region, it is difficult to cover all those routes with adequate service. Lack of transit service generally limits commuters to the private automobile.

Other factors also contribute to the problem. It is difficult to build transportation improvements in many suburban areas because residents often oppose such projects, fearing the impacts to their homes or neighborhoods. Some transportation improvements are financed by developers of job centers, but these typically are limited to site-specific transportation improvements, not large-scale improvements to suburban corridors. Local opposition stopped studies of circumferential beltways that would connect suburbs around the southeast, east, and north of Sacramento. Finally, environmental concerns have led some to question the wisdom of continual expansion of the road system, which seems to fill up with more cars as soon as new roads or lanes are built.

Another issue with regard to suburban travel is the limited number of bridges over the American River in Sacramento County, east of the City of Sacramento. Local residents opposed to the planned widening of the Watt Avenue bridge have cited a county general plan policy calling for study of an additional bridge over the American River. A new bridge could relieve congestion on

Watt Avenue and other bridges, providing an additional point of access to U.S. 50.

This plan includes a large number of local road widenings, many of which are in suburban areas, consistent with local general plans and capital improvement programs. References to these projects are included in the Action Element, and in the project list shown in Appendix D later in this document. Many of these widenings include bicycle lanes.

The Plan also includes the Rideshare program operated by SACOG. Rideshare provides ridematching services for those who are interested in forming or joining carpools or vanpools. While it is difficult to serve dispersed travel patterns with public transit, ridesharing can help reduce the number of vehicles on the road during commute periods.

(8) Better Integration of All Modes of Transportation

How transportation modes fit together so that people and goods can transfer easily between them is an issue that is gaining more recognition in our region. In past times, highways, bikeways, and bus systems, for example, were developed independently by different agencies and with different sources of funding. Connections were made between them, but this wasn't a high priority. Since the federal Intermodal Surface Transportation Equity Act of 1992 (called ISTEA) was passed, intermodal connections have gained a higher profile, with the goal of developing a "seamless transportation system". The renewal of that funding act, the Transportation Equity Act for the 21st Century (called TEA-21), continues the intermodal focus of ISTEA. In those funding packages, intermodal connections are encouraged. Appendix A, TEA-21 Planning Factors, lists as Factor #5, "Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight" as a factor to address in long-range transportation plans. Better integration of modes makes sense to allow people who don't or can't drive to make trips conveniently, or for people who want to use a car and an alternative mode more easily.

Better integration of modes is addressed in this plan through a variety of projects. Rail stations and bus stops that are easily accessible and have bike racks or lockers, intermodal centers such as the West Sacramento Transit Center and the Southern Pacific Depot in downtown Sacramento, a bicycle station in downtown Sacramento, park-and-ride lots, projects like freeway bike bridges that make bicycling safer and more convenient, disabled access improvements to sidewalks, trails, and bus stops, security systems for rail parking lots, are some of these projects. In addition, transit systems are continually working on better transfer connections between systems.

(9) Transportation Funding

The issues raised above, and the improvements that are planned to address them, in turn raise the additional issue of funding. Major improvements to the road system and public-transit system often are very costly, not only for their initial construction but for their continued operation and maintenance. The Financial Element of this plan includes proposals for ballot measures intended to raise \$2.8 billion in additional revenue between the year 1999 and 2022, to help finance the improvements called for in the plan.

Reasons for the funding shortfall are numerous. A major source of transportation funding, the gas tax revenues, are inadequate, in large part because of the increasing fuel-efficiency of automobiles. Also, gas taxes have not been raised as quickly as inflation has occurred, and have therefore not

kept up with the costs of projects. Although federal and state funds expected for transportation improvements have risen in the past couple of years due to a recovering economy, these funding sources have not always been reliable because of the unpredictability of the economy.

Also, there are strings tied to some transportation funds. For example, although federal and state gas taxes can be used more flexibly because of provisions in ISTEA, TEA-21, and SB 45 legislation, most cannot be used to operate public-transit service.

The region's response to the funding shortfall has been developing gradually since the late 1980s. In 1988, voters in Sacramento County approved Measure A, which enacted a half-percent sales tax to finance a 20-year program of specific transportation projects. In the 1992 Regional Transportation Plan, SACOG identified a multi-billion-dollar shortfall and listed numerous possible funding mechanisms to generate the needed revenue. Our 1993 update of the plan included specific proposals for sales-tax ballot measures and gas-tax ballot measures. The sales-tax measures were defeated in Yuba and Sutter Counties in November 1994, and didn't make it to the Sacramento County ballot. The gas-tax measure, proposed as a statewide ballot measure, hasn't happened either. The 1996 plan also included a \$10-per-year vehicle fee to be used for road maintenance, also not enacted.

This plan update includes revised proposals for additional revenue: the statewide ballot measure to increase the gas tax, starting in the year 2002 and renewal of Sacramento County's Measure A sales tax upon its expiration in 2009. These are discussed in detail in the Financial Element, later in this document.

(10) Bicycle and Pedestrian Projects

In recent years, bicycle and pedestrian activists have been calling for more attention to these modes of transportation. SACOG has formed a Bicycle and Pedestrian Advisory Committee and a program to work on regional bicycle and pedestrian issues.

This plan includes many bicycle and a few pedestrian projects, but there are no projects beyond the year 2015. In the next update of the plan, the Metropolitan Transportation Plan for 2025, bicycle and pedestrian planning will be further developed with a regional bikeway network defined and pedestrian project guidelines for the region. Bicycle and pedestrian improvements are listed in SACOG's Regional Priority Projects.

GOALS, OBJECTIVES, POLICIES and ACTIONS

The Metropolitan Transportation Plan has seven goal areas: system preservation, land use and mobility, air quality, safety, environment, economic, and organizational. These were originally adopted in 1993. We have used these goals in conducting our policy analysis of

POLICY ELEMENT

The goals, objectives, policies, and actions listed below were originally developed for the 1993 Plan, and were then revised slightly for the 1996 Plan. In keeping with the nature of this update, revisions have been kept to a minimum, reflecting new circumstances for decisions of former transportation and policy elements adopted by the SACOG Board since the 1996 Plan was adopted. The Plan update to be adopted in 2012 will incorporate goals and guiding principles resulting from an extensive public outreach and consensus building effort in place in 1997/2000.

In this section, the numbered policies and actions are those that could relate directly to SACOG's decision process of project selection and funding. The relative weight or priority given to each of the numbered policies is not stated; the priority given to each policy may have to change from one planning cycle to the next, in response to changing direction from the state or federal level, or changing local needs. As these change, the Plan's recommended priorities must change accordingly. For that reason, this Plan does not assign specific weights for each policy.

There are other issues and processes in which SACOG has little or no role, but which are equally important to the success of this Plan. SACOG has adopted policies in those areas as well, called "Supplementary Policies." They typically express support of a particular position or encourage other agencies to take certain actions.

System Preservation Goal: To preserve existing transportation facilities as a means of protecting our transportation investments and maintaining an effective system.

Objective:

Preserve an adequate level of maintenance and preservation of our existing roadway and bridges.

POLICY ELEMENT

GOALS, OBJECTIVES, POLICIES and ACTIONS

The Metropolitan Transportation Plan has seven goals: system preservation, land use and mobility, air quality, safety, environmental, economic, and organizational. These were originally adopted in 1993. We have used these goals in conducting our policy analysis of the plan options

The goals, objectives, policies and actions listed below were originally developed for the 1993 Plan, and were then revised slightly for the 1996 Plan. In keeping with the nature of this update, revisions have been kept to a minimum, reflecting new requirements (or deletions of former requirements) and policy statements adopted by the SACOG Board since the 1996 Plan was adopted. The Plan update to be adopted in 2002 will incorporate goals and guiding principles resulting from an extensive public outreach and consensus-building effort to take place in 1999/2000.

In this section, the underlined policies and actions are those that could relate directly to SACOG's decision process on project selection and funding. The relative weight or priority given to each of the underlined policies is not stated; the priority given to each policy may have to change from one planning cycle to the next, in response to changing direction from the state or federal level, or changing local needs. As these change, the Plan's recommended priorities must change accordingly. For that reason, this Plan does not propose specific weights for each policy.

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System Preservation Goal: To preserve existing transportation facilities as a means of protecting our transportation investments and maintaining an effective system.

Objective:

Promote an adequate level of maintenance and preservation of our existing transportation facilities

Policies and Actions: Advance needed maintenance and preservation projects in our project-funding process, to maximize the chances for obtaining state and federal funds for maintenance and preservation purposes;

Periodically refine our cost estimates of system preservation needs with the assistance of local agencies and Caltrans.

Land Use/Mobility Goal: To meet the needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in urban form that will facilitate the development of the most efficient and effective transportation system possible.

Objectives: Meet the transportation needs of everyone, accommodating people of all physical abilities, ages, and economic situations.

Promote the development of local land use policies that result in more efficient use of the regional transportation system, to the extent desired by local communities.

Provide adequate transportation facilities and services to areas of existing and planned higher-density, mixed-use development.

Meet the transportation needs of all parts of SACOG's planning region.

Maximize the efficiency of the existing transportation system by improving system operation and minimizing vehicle demand.

Provide adequate highway and transit capacity connecting different urbanized areas within the region.

Create a shared vision among SACOG jurisdictions on growth and development in the region, leading to a substantial and effective agreement on land-use patterns and the region's urban form.

Achieve coordination among local general plans while maintaining diversity of individual jurisdictions.

Address the long-distance, inter-regional trips that contribute to congestion on the transportation system.

Develop a public transportation system that is complete and comprehensive and provides at least an acceptable minimum level of mobility throughout the region.

Develop an adequate bicycle component in the region's transportation system.

Policies and Actions Advance in our project-funding process those projects that help meet the needs of persons whose mobility has been limited by inaccessible

transportation systems (including projects that respond to requirements of the Americans with Disabilities Act);

Work with transit operators and planning agencies, the County Social Service Transportation Advisory Councils, and the general public to determine the need for improvements through the "unmet transit needs process" as required by the Transportation Development Act

Work with social service agencies and Consolidated Transportation Service Agencies to update and implement AB 120 Action plans;

Assist transportation service providers and planning agencies with planning for the implementation of the Americans with Disabilities Act;

Assist transportation service providers and planning agencies, and county welfare agencies, with planning for the implementation of Welfare-to-Work legislation;

Assist transit operators with the updates of Short Range Transit Plans, including goals and objectives, analysis of system performance, transit demand, financing, fleet management, accessibility, and service alternatives.

Advance in our funding process proposed transportation projects which facilitate higher-density or mixed-use development, especially near transit facilities, as a means of affecting travel behavior;

Recommend that local jurisdictions include SACOG in their lists of reviewing agencies when updating their general plans;

Monitor major local development proposals in conjunction with local transportation planning agencies, to gauge potential impacts on the transportation system and, where appropriate, recommend changes in project design to make more efficient use of the transportation system.

Advance proposals for multi-occupant-vehicle systems in our project-funding process as a means of expanding the capacity of the transportation system, with emphasis on public transit service and carpool facilities and services;

Advance bicycle and pedestrian projects in our project-funding process as a means of expanding transportation system capacity, and work to obtain funding for bicycle and pedestrian facilities and their maintenance.

Work with local jurisdictions, other planning agencies, and other affected stakeholders to identify, analyze, and address the problems posed by recreational travel;

Work with local jurisdictions and other affected stakeholders to identify, to analyze, and address the transportation problems of rural areas in the region;

Continue to work with local jurisdictions, countywide transportation agencies, and other affected stakeholders to identify and to address the transportation problems of urban and suburban areas;

Continue to work with Caltrans, local jurisdictions, planning agencies, and agencies in neighboring regions, to address the problems posed by inter-regional travel.

Advance system management and incident management measures in our project funding process.

Advance in our project funding process projects that are shown to reduce demand for single-occupancy vehicle travel (demand reduction strategies);

Compile information on existing research, and conduct additional research as necessary, on strategies that have the potential to reduce the demand for single-occupancy vehicle travel, and facilitate dialog on these issues among interested stakeholders;

Advance in our project-funding process other projects that are shown to reduce congestion without construction of new facilities for single-occupant vehicles;

Support and enhance the region's rideshare efforts, and develop performance measures by which to evaluate the effectiveness of the rideshare program;

In urbanized areas within air-quality nonattainment areas, advance proposals for new roads or additional mixed-flow lanes only where analysis shows that other solutions cannot adequately address the problem in a more cost-effective manner ("mixed-flow" means not limited to carpools and buses);

Develop mode-split goals and policies for use in future updates of the Metropolitan Transportation Plan;

Conduct additional research into the possibilities for carpool lanes and busways (high-occupancy vehicle" or "HOV" lanes and dedicated bus lanes), and facilitate dialog on the results of this research with all affected stakeholders;

Assist local agencies as needed in the establishment, operation, or improvement of incident management programs to reduce congestion, such as the Freeway Service Patrol operated by the Sacramento

Transportation Authority;

Assist local agencies and the State in their efforts to market alternative modes of travel, with information provided in all appropriate languages;

Study pricing strategies -- including but not limited to toll lanes on regional highways, peak-period pricing on the regional transportation network, and parking-pricing strategies -- and facilitate dialog on these issues among interested stakeholders;

Assist local agencies in implementation of Intelligent Transportation System (ITS) projects, consistent with the 1996 Early Deployment Planning Study and the requirements of the Transportation Equity Act for the 21st Century (TEA-21).

Advance in our project-funding process those projects that provide at least expressway-standard roads between urbanized areas or provide reasonable transit service to meet demand between urbanized areas.

Compile information on existing research on the relationship between land use and transportation to provide information to local jurisdictions, and facilitate dialog on these issues among interested stakeholders;

Participate in public and private-sector efforts that bring together affected stakeholders to discuss and reach a substantial and effective agreement on land-use issues;

Assist local jurisdictions in implementing any recommendations that arise from public and private-sector discussions on land-use issues, as requested by local jurisdictions.

Maintain a composite general plan land-use map to show the location and density of growth throughout the metropolitan area;

Facilitate information sharing as appropriate on land-use issues among local, regional, and state agencies, and encourage them to meet and discuss issues of regional concern.

Work to maintain the integrity of the interstate highway system as a long-haul system, to accommodate interstate travel and commerce;

Participate in efforts to develop solutions to interregional travel problems by coordinating with the State, other regional planning agencies, and jurisdictions that surround the SACOG region;

Work with the Capitol Corridor Joint Powers Board (CCJPB) to fund and implement improvements to intercity passenger-rail service between the Bay Area and the Sacramento region;

Work with appropriate agencies and organizations to identify and fund improvements to inter-regional passenger-rail service;

Investigate possible improvements to the Port of Sacramento, such as the Seaway Center and the Ship Channel deepening, to determine whether specific improvements should be included in future Metropolitan Transportation Plans.

Work with transit providers, countywide transportation agencies, and all affected stakeholders to develop programs and policies aimed at the development of adequate transit systems for the region, acceptable minimum levels of service within given areas, ridership objectives, and other planning standards as deemed appropriate, for incorporation into the Metropolitan Transportation Plan;

Use the long- and short-range transit plans of all transit providers as input to the Metropolitan Transportation Plan, provided they are consistent with the plan;

Evaluate progress toward achievement of these policies with each update of the Metropolitan Transportation Plan, and revise them as warranted.

Build on the efforts of SACOG's Bicycle and Pedestrian Advisory Committee to identify and develop priorities for bicycle improvement projects;

Work with local jurisdictions and their bicycle/pedestrian advisory committees where appropriate to coordinate their bicycle planning efforts with those of the Bicycle and Pedestrian Advisory Committee, to develop a continuous and comprehensive bicycle system.

Supplementary Policies: Support the efforts of the region's countywide transportation agencies to improve and implement their county transportation programs;

Support Caltrans research into on-board technology that would provide information to drivers regarding road conditions and possible alternate routes;

Support efforts of local and state agencies to preserve abandoned rail rights of way for future transportation use, such as rail transit, busways, or bicycle paths;

Encourage local agencies and Caltrans to include bicycle and pedestrian paths when they design and build new roads or widen or rehabilitate existing ones;

Encourage local jurisdictions to require adequate bicycle and pedestrian facilities in the design of new land-use developments or the redevelopment of existing sites;

Encourage transit providers to improve multi-modal connections between bicycles, bus, and light rail through improved facilities and policies;

Encourage local agencies to send applications for major development projects and general plans to neighboring jurisdictions for their review and comment;

Support efforts of transit providers to coordinate services by simplifying transfers between systems and coordinating schedules to reduce passenger waiting times.

Air Quality Goal: To reduce mobile-source emissions to directly support the achievement of state and federal air-quality goals.

Objectives: Attain mobile-source performance standards of the California Clean Air Act by 1999 as required by the Act.

Ensure consistency between the Metropolitan Transportation Plan and the current State Implementation Plan developed for the Sacramento Air Quality Maintenance Area under the federal Clean Air Act.

Achieve the new eight-hour ozone and particulate matter standards mandated by the U.S. Environmental Protection Agency.

Policies and Actions: Advocate local adoption of transportation control measures in each air districts' plan developed in response to the CCAA;

Consider TCM adoption by local jurisdictions in our project-funding process, to encourage the adoption of such measures at the local level;

Advance in our project-funding process those projects that can be demonstrated to reduce mobile-source emissions, such as low-emission-vehicle programs and alternative fuels programs;

Assist local air districts in developing plans for meeting the standards in the California Clean Air Act, and encourage the air districts to coordinate their efforts with ridesharing agencies and transit operators (standards include 1.4 persons per vehicle during peak periods by 1999, a five-percent annual reduction in district-wide emissions, and no net increase in mobile-source emissions after 1997).

Work with local air districts to incorporate in the Metropolitan Transportation Plan those TCMs control measures from local air-quality plans that meet federal TCM requirements (real, permanent, and enforceable).

Work with the local air districts, the Air Resources Board, and other

affected stakeholders to incorporate innovative and creative approaches for addressing the transportation system's effect on the region's air quality in the next update of the State Implementation Plan (SIP) due in 2003, and in future updates of the MTP.

Continue to participate in state and national efforts to evaluate episodic and seasonal control programs.

Supplementary Policies: Support research and development of low-emission vehicle technology, alternative fuel technology and power sources and strongly promote their use;

Support efforts such as those of the California Air Resources Board to increase fuel efficiency and emissions standards for all vehicles, including uniform emission standards for autos and light-duty trucks and emission controls for off-road vehicles;

Encourage jurisdictions, countywide transportation agencies and other planning agencies within the Federal Ozone Nonattainment Area, and within the SACOG region, to continue to cooperate in joint planning efforts to improve air quality;

Encourage local jurisdictions to adopt, as the air-quality element in their local general plans, all pertinent sections of their county air-quality attainment plans developed under the California Clean Air Act.

Environmental Goal: To provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

Objectives: Mitigate environmental impacts of the transportation system.

Minimize energy consumption.

Policies and Actions: Advance proposals for transportation enhancement activities in our funding process (these activities integrate transportation facilities into their surrounding communities in an environmentally sensitive way);

Review environmental documents for major transportation improvement projects and recommend study of alternatives and mitigation measures that are consistent with the Environmental Impact Report on the Metropolitan Transportation Plan.

Work with appropriate agencies and organizations to develop programs to reduce vehicle use, in order to reduce fuel use.

Supplementary Policies:: Support efforts of local agencies and Caltrans to mitigate impacts to wetlands and other water resources in the provision of transportation facilities;

Support efforts of appropriate regulatory agencies to consider the effects of airport operations on the environment and surrounding communities;

Support local and state actions to minimize the risk of transporting hazardous materials through heavily populated, congested, and environmentally sensitive areas;

Encourage local, regional, and state agencies to minimize energy requirements through the development of transportation systems and land-use configurations which conserve energy;

Support efforts of local agencies and Caltrans to shield excessive noise through land-use planning, noise-attenuation barriers, and insulation;

Encourage local jurisdictions to follow the recommendations in the comprehensive land use plans prepared by SACOG for the use of land around public and military airports, in order to minimize community exposure to hazard and noise, prevent impairment of airport operational safety, and guide and control future development to restrict land use that is incompatible with airport operations;

Support efforts of local agencies and Caltrans to locate new transportation systems in places that minimize environmental and socioeconomic impacts.

Support and provide data as needed to local agencies and Caltrans as they prepare environmental justice analyses on transportation projects and programs in the MTP.

Safety Goal: To provide the safest possible transportation system for all.

Objectives: Provide a safer transportation system.

Promote the safer use of the transportation system.

Policies and Actions: Advance transportation safety improvement projects in our project-funding process;

Continue to provide support to the Capitol Valley Regional Service Authority for Freeways and Expressways ("SAFE") which provides telephone call boxes on state highways in Yuba, Sutter, Sacramento, Yolo, and San Joaquin counties;

Participate in other efforts to improve personal safety on the transportation system.

Support public agencies and private interest groups, such as the Sacramento Drive Smart Alliance, to educate the public on safety-related

issues such as drunken and drugged driving awareness and defensive driving.

Supplementary Policies: Work with affected stakeholders to plan transportation facilities that are compatible with surrounding neighborhoods;

Support efforts of Caltrans and local agencies to upgrade all road facilities to reasonable safety standards wherever potentially hazardous conditions exist, and to maintain adequate shoulders, where feasible, to allow emergency vehicles to bypass traffic congestion;

Support efforts of Caltrans and local agencies to construct bicycle and pedestrian facilities that are sufficiently wide and clearly marked, and to maintain them to reasonable safety standards; and encourage them to construct continuous bicycle and pedestrian facilities;

Support the efforts of railroads, the California Public Utilities Commission, and the Sacramento Regional Transit District to increase awareness of railroad-crossing safety issues;

Support the efforts of responsible agencies to increase recreational boating safety on the region's waterways (such as intoxication laws and licensing requirements for boaters);

Support the efforts of local agencies to incorporate safety features into the design and maintenance of transportation facilities, including lighted streets, walkways and bikeways, clearing brush and debris away from walkways and bikeways, and maintaining security personnel at transit stations and centers;

Encourage local jurisdictions to develop and implement safe and secure bicycle parking facilities for commercial, industrial, and institutional land uses;

Encourage local jurisdictions to consider alternative design of residential streets to reduce traffic speeds through neighborhoods, enhancing safety.

Economic Goal: To create the most economical transportation system; and to make the most efficient use of funding in providing services and facilities that optimize the movement of people and goods, for maximum economic benefit to the region.

Objectives: Bring sufficient transportation funding to the region, and use the funds in the most cost-effective manner.

Contribute to the economic vitality of the region.

Policies and Actions: Develop a strategic financial plan as part of the Metropolitan

Transportation Plan, tying plan recommendations to specific alternative funding scenarios;

Obtain all possible revenues brought about by Senate Bill 45, the Transportation Equity Act for the 21st Century and the revised Bike Lane Account;

Assist cities and counties by studying new methods of transportation financing;

Study the feasibility and socioeconomic impact of toll lanes on the region's highway network to provide additional revenue for transportation improvements, and facilitate dialog on these issues among interested stakeholders;

Study the feasibility and socioeconomic impact of user-pricing strategies on the regional transportation network during peak commute periods and facilitate dialog on these issues among interested stakeholders.

Advance in our project-funding process, proposals to enhance the movement of freight, including agricultural produce and commercial and industrial goods;

Work with appropriate agencies and other affected stakeholders to improve access to ports, airports, intermodal facilities, and major freight distribution routes, to improve the movement of freight within and through the region by all appropriate modes.

Organizational Goal: To develop and achieve a regional transportation vision by fostering coordination and cooperation among all affected stakeholders.

Objective: Serve as a facilitator of the region's transportation vision and bring a regional perspective to transportation issues.

Policies and Actions: Become a lead educator by sponsoring research, training and education conferences, providing all interested stakeholders with state-of-the-art knowledge on transportation and air-quality issues;

Facilitate information-sharing between local, regional, and state agencies, encouraging them to meet and discuss issues of regional concern;

Assist local agencies wherever possible in conflict resolution, and encourage jurisdictions with such conflicts to meet and discuss resolution;

Build planning partnerships with public agencies, the private sector, the environmental community, and any other affected or interested parties.

Cooperate fully with related efforts by other organizations to develop a long-range transportation vision for the region.

Supplementary Policies:

Encourage local jurisdictions to site new development in places where existing transportation facilities and services are adequate, or can easily be made adequate, to reduce the need to developing new infrastructure or services;

Support efforts of local transit operators to develop or continue preventive maintenance programs for their transit vehicles and facilities;

Support efforts to use the most cost-effective approach to transportation facility design, operation, maintenance, and construction, considering both public and private sector involvement;

Support efforts of local agencies to evaluate and mitigate the financial impact of land-use development projects on the transportation system;

Encourage local jurisdictions to implement all feasible demand-management, systems-management, and incident-management measures, as an economic alternative to building additional transportation capacity;

Encourage and assist, if needed, with local development of pavement management systems that will help ensure cost-effective maintenance of local streets and roads.

GENERAL STRATEGIES

The following general strategies are intended to guide transportation planning efforts. They are not intended to be prescriptive, but rather to provide a framework for developing a transportation plan that meets the needs of the region.

Draft Transportation

ACTION ELEMENT

Major portion of the transportation system is in the hands of local governments. Local governments are responsible for the majority of the transportation system. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation.

Further progress for a road transportation system is needed. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation.

While this plan does not generally address the transportation system, it does address the transportation system. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation.

in Yuba, Sutter, and Yolo Counties, which don't have a local sales tax dedicated to transportation. The transportation system is a complex of many parts, including highways, bridges, transit, and other modes of transportation.

ACTION ELEMENT

GENERAL STRATEGIES

The following general strategies are included in this Metropolitan Transportation Plan. General strategies are those that apply to the region in general, or parts of the region, rather than to specific corridors...

Road Maintenance

The plan's emphasis on road maintenance was developed through several forums -- discussions with local agency staff and elected officials; a survey of likely voters conducted by SACOG in the summer of 1995, indicating a high degree of voter concern with road maintenance; and a study performed by SACOG in 1998 of transportation maintenance and preservation needs and costs.

Maintenance of the road system has become an increasingly important concern throughout the region. Local staff and elected officials in Yolo, Sutter, and Yuba Counties have indicated for some years now that maintenance is a critical concern due to the shortage of funding for effective preventive maintenance programs. In Yolo County, officials have converted some paved roads to gravel, because of the limited funding available to maintain paved roads. During past updates of this plan, local officials in Sacramento County indicated a growing concern with the issue in that county as well. In all of the counties, a substantial portion of road maintenance needs are deferred from year to year, because of the funding situation.

Further impetus for a road maintenance strategy came from SACOG's survey of likely voters in 1995. Survey respondents indicated that road maintenance was one of the most important transportation issues, ranking it above traffic congestion or light-rail expansion, for example.

While this plan does not generally call out specific maintenance programs, our cost estimates for the plan include the cost of adequately operating and maintaining the transportation system, meaning both the roads and the public transit systems. Our financial plan (described later, in the Financial Element) includes proposals for two new revenue sources over the next 24 years, and road maintenance is one of the reasons for those proposals. In Sacramento County, we estimate that if both revenue sources are developed -- including renewal of the county's Measure A sales tax in the year 2009 and an increase to the gas tax starting in 2003 -- there should be sufficient revenue for local cities and the county to gradually catch up on the backlog of road maintenance that is deferred each year due to funding constraints.

In Yuba, Sutter, and Yolo Counties, which don't have a local sales tax dedicated to transportation, funds for road maintenance have been more scarce than in Sacramento County. At least one

jurisdiction, the City of Woodland, has considered a local tax for road maintenance, but a local referendum was defeated by the voters. This plan projects enough revenues through additional statewide gas tax funds to cover the shortfalls over the next 24 years.

Rural Highways

The strategies for rural highways in the region were developed over time through SACOG's Routes 70/99 Corridor Study in the early 1990s, discussions with Caltrans District 3 regarding their plans for improving highways around the region, discussions with local elected officials in Yolo, Yuba and Sutter Counties in 1996 on their priorities, on the Routes 70/99 Major Investment Study performed by Caltrans, and on technical analysis that was done for the last several updates of the Metropolitan Transportation Plan.

In Yuba and Sutter Counties, the Marysville-Yuba City area remains one of the state's last two urbanized areas not connected to California's freeway and expressway system (the other is Chico, also on Route 99). This not only impedes travel but also impedes the area's prospects for economic development. At the time of the nomination of projects for the State Transportation Improvement Program in 1998, a strategy for funding Routes 70 and 99 improvements was hammered out with Sutter and Yuba County officials and the California Transportation Commission. These projects took on a special urgency as the accident and fatality rate on the two-lane stretches has climbed, particularly on Route 99.

In Yolo County, highway travel is slowed by a lack of adequate connections between freeways, and between the freeways and county roads, some of which serve as major north-south and east-west arterials in the county.

This plan calls for upgrading of the rural freeway system in the region, through improvements to the Yuba-Sutter highway system and better connections between facilities in Yolo County. Specific improvement projects are included in the Corridor Strategies section, following this one.

Highways in the Sacramento Metropolitan Area

The strategies for highway improvements in the metropolitan area were developed over time through SACOG's High Occupancy Vehicle (HOV) Systems Planning Study in 1990s, ongoing discussions with Caltrans District 3 and local jurisdictions on their own priorities for highway improvements, SACOG's U.S. 50 Major Investment Study, and technical analysis performed for the revisions of the Metropolitan Transportation Plan. HOV is also included in on-going studies of the I-80 and I-5 corridors. Highway improvements in the metropolitan area generally fall into one of three categories -- building a network of HOV lanes, improved interchanges or new interchanges, and intelligent transportation systems using technology to monitor and manage traffic flow on the freeways.

This plan calls for HOV lanes where studies have shown the most need exists by the year 2022. The plan also includes numerous interchange projects throughout the metropolitan area, particularly in the City of Sacramento, Sacramento County, the City of Folsom, and Placer County. Some of these interchange projects are to provide freeway access to newly developing areas, as is the case with the Folsom interchanges and some of the City of Sacramento interchanges related to the planned North Natomas development. Other interchange projects are to relieve existing congestion, such as widening the Sunrise Boulevard interchange on U.S. 50.

Plans for freeway traffic monitoring systems were developed by Caltrans District 3. Sacramento County is developing a traffic operations system for its local roads. The Caltrans and county systems will coordinate and share information. SACOG's Intelligent Transportation Systems Early Deployment Planning Study developed proposals for technology-based systems to improve transportation, and a demonstration project is included in this plan.

Public Transit

The public-transit strategies were developed through long-range transit plans prepared by transit agencies such as Regional Transit and the Yolo County Transportation District, through SACOG's U.S. 50 Major Investment Study, through Regional Transit's ongoing light-rail expansion plans and studies, through technical analysis performed for the revision of the 1996 plan, and through discussions with advisory committees and public meetings .

Public-transit systems operate their buses and trains at certain scheduled frequencies. In the Sacramento metropolitan area, peak-period congestion is expected to be about five times worse in 2022 than it is today. This congestion, and the delay it causes, impacts a bus system's ability to maintain its service. As the speed of traffic slows down due to congestion, more buses are needed to maintain the same frequency of service. Also, Sacramento Regional Transit plans to expand its bus fleet in order to provide better feeder service to its existing and planned light-rail lines. This Metropolitan Transportation Plan reflects Regional Transit's bus needs over the next 20 years, as it expands its fleet from the current 210 buses to 360 buses by the year 2022.

The plan also reflects bus acquisition plans by YoloBus, operated by the Yolo County Transportation District, and Unitrans, operated by the City of Davis and U.C. Davis. For other transit operators in the region, the plan's transit operating expenditures include room for modest expansion of bus service to keep pace with population growth over the next 24 years. The plan also reflects strategies from the long-range and short-range transit plans developed by the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission for transit operators within those counties.

Transit needs for disabled and elderly persons also are expected to increase, as discussed in the "Issues and Choices" section. This plan calls for an increase in the fleet size for Paratransit Inc., the primary provider of paratransit service in Sacramento County, and for upgrading that agency's trip scheduling system to accommodate growing demand.

The plan also includes increases to rail services. Sacramento Regional Transit will expand its light-rail service to Downtown Folsom, to Elk Grove, and to the Amtrak Station in Downtown Sacramento. Expansions will be made to the Capitol Corridor trains, up to ten round trips per day running between the Sacramento and the Bay Area. Finally, Placer County is planning a commuter rail service, using the UP tracks, between Auburn and Davis.

Transportation Demand Management

The plan includes a number of demand management strategies, or techniques to encourage travelers to change their mode of travel from single-occupant vehicles to other modes if possible. Shifting to alternative modes of travel helps maximize the efficiency of the transportation system. Typically it is one of the lowest-cost components of a regional transportation strategy.

Carpool lanes, mentioned previously, can be effective at encouraging the formation and use of more carpools. These lanes afford carpoolers -- and buses -- a faster alternative to the regular lanes (mixed flow lanes) which are more congested. The regional Rideshare program, operated by SACOG, matches potential ridemates in carpools and vanpools. Transportation Management Associations, or TMAs, are volunteer associations of employers interested in reducing single-occupant vehicle travel by their employees. Some large employers have their own demand management programs that offer financial incentives for workers to carpool or use public transit instead of driving alone to work. Telecommuting is also encouraged by TMAs.

According to the direction of the SACOG Board of Directors, the next update of the Plan will focus even more strongly on demand management. SACOG's Rideshare Task Force will be developing a Strategic Plan in the interim period.

The plan also reflects Regional Transit's plans to provide greater frequency in its light-rail schedule, and some express service between Sunrise Boulevard and downtown Sacramento that would make the commute trip faster for riders. By increasing speed or frequency, public transit systems may encourage more ridership.

Pedestrian and Bicycle Projects

The 1993 Metropolitan Transportation Plan was our first to include a specific bikeway component, developed by SACOG's Bicycle and Pedestrian Task Force, which has since become the Bicycle and Pedestrian Advisory Committee. The bikeway component for the 1996 plan also was developed through input from local staff during our advisory committee discussions.

Additional bikeway projects were added by local agency staff for this update, which incorporates many more bikeway and pedestrian projects than in the 1993 and 1996 plans. This reflects public interest and SACOG's commitment to building a better system for these modes of transportation. Map 6 shows some of the key bikeway projects in the plan.

The Project List

The 1999 Metropolitan Transportation Plan project list is found in Appendix D and the road projects are found in Map 7.

CORRIDOR STRATEGIES

The corridor-specific strategies were developed based on technical analysis, on discussion with staff of our partner agencies, elected officials, and interested members of the public, and on a number of previous studies and plans developed by SACOG and by our partner agencies...

The most congested corridors in the region are Downtown Sacramento, U.S. 50, I-80 (East and West), Routes 70/99 North, Route 99 South, I-5, and Route 49. Corridor strategies are generally aimed at managing the growing traffic congestion that will result as the region adds jobs and housing over the next 24 years.

The list of key capital projects shown below for each corridor results both from project-level and corridor-level considerations, detailed in the 1996 plan and its working papers. Since the 1996 plan was developed, a new strategy for the U.S. 50 corridor has been developed and a number of new projects added to this plan. Because this is not a major update of the plan, new travel demand modeling was not done at the corridor level. Also, please note that this is not a complete listing of all transportation projects in the region or in these corridors. All of the transportation improvements in this plan are shown in Appendix D.

Downtown Sacramento Corridor

Escalated Cost = \$101 million

<i>Light rail extension to Amtrak terminal (Phase 1 - 2002) and 7th and North B Street terminal (Phase 2 - 2022)</i>
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<i>Richards Blvd.extension to Capital City Freeway and widen existing segment (2010)</i>
--

U.S. 50 Corridor (Sacramento and El Dorado Counties)

Escalated Cost = \$586 million

<i>Carpool lanes on U.S. 50, Sunrise to El Dorado Hills Boulevard (2002), El Dorado Hills Blvd. to Shingle Springs Rd. (2006), 15/16th Street to Sunrise Boulevard (2010).</i>
<i>Caltrans Traffic Operations System on U.S. 50 to manage traffic flow (2001 and 2006)</i>
<i>Light-rail extension from Sunrise Blvd. to downtown Folsom (2002)</i>
<i>Light-rail double-tracking from 65th Street to Watt Avenue (2001)</i>
<i>Widen Route 16 from South Watt Avenue to Excelsior Road (2004)</i>
<i>Widen U.S. 50 from Jefferson Blvd. to Pioneer Bridge (2015)</i>
<i>New or improved U.S. 50 freeway interchanges at Scott/Bidwell (2001), Folsom Blvd. (2001), Sunrise Blvd. (2003), El Dorado Hills Blvd. (2005), Watt/Folsom Blvd. (2006), Oak Avenue (2008), Russell Ranch Road (2008), and Silva Valley Road (2008)</i>
<i>Urban interchange at Watt Avenue/Folsom Blvd. (2003)</i>
<i>Increase river-crossing capacity with new bridge in Folsom (1999) and widenings of Watt Avenue bridge (2001) and Hazel Avenue bridge (2003)</i>
<i>Placerville traffic improvements at U.S. 50 intersections (2004)</i>
<i>U.S. 50 truck climbing lane added, Silva Valley Rd. to Bass Lake Road in El Dorado County (2001)</i>

Interstate 80 East Corridor, including Capital City Freeway (Sacramento and Placer Counties)

Escalated Cost = \$170 million

<i>Carpool lanes on I-80, Longview Drive to Placer County line (2003)</i>
<i>Caltrans Traffic Operations System to manage traffic flow (2005)</i>
<i>New and Improved Freeway interchanges at I-80/Greenback Lane/Elkhorn Blvd. (2001), I-80/Capitol City Freeway (2002), I-80/Madison Avenue (2003), Capital City Freeway/Exposition Blvd. (2015), Capital City Freeway/Highway 160 (2015), Douglas Blvd./Sunrise Blvd. (2002), Riverside Ave. at Cirby (2002), I-80/Horseshoe Bar Road (2010), Roseville Parkway/Harding Blvd. (2010), I-80/Rocklin Road (2010), I-80/Sierra College Blvd.(2010), I-80/Northgate Blvd. (2015)</i>
<i>Commuter Rail Track Improvements in Placer County to Sacramento (2013)</i>

Route 65 Corridor (Placer County)

Escalated Cost = \$ 265 million

<i>New or Improved Freeway interchanges on Route 65</i> at Blue Oaks Blvd. (1999), Pleasant Grove Blvd. (2001), Sunset Blvd. (2005) and Whitney Blvd. (2015)
<i>Widen Highway 65</i> in stages (2007)
<i>Lincoln Bypass</i> (2005)

Routes 70/99 North (Sacramento, Sutter, and Yuba Counties)

Escalated Cost = \$419 million

<i>Widen Route 99</i> from I-5 to Elkhorn Blvd. in Sacramento (2006)
<i>Widen Route 20</i> at Sutter Bypass Bridge (2000)
<i>New or Improved Interchanges</i> at Route 99/Elkhorn Blvd. (2005), Route 99/Riego Road (2005), Route 70/Algodon (2010), Route 70/Feather River (2010), Route 99/Elverta (2010), Route 99/Route 20 (2010, first phase of eventual urban interchange), Route 99/I-5 (2015)
<i>Third bridge over the Feather River</i> , from Route 70/Erle Road in Yuba County to Route 99/Bogue Road in Sutter County (2010)
<i>Widen Route 70</i> to expressway status from 70/99 wye to 0.7 miles south of McGowan Parkway in Yuba County (two phases, 2000/2005)
<i>Widen Route Route 99</i> to 4 lanes from 70/99 wye to Yuba City (several stages, 2000-2005)
<i>Right-of-way acquisition</i> for Route 70 Marysville Bypass (2006)

Route 99 South (Sacramento County)

Escalated Cost = \$557 million

<i>Carpool lanes</i> , continuing existing lane; from Martin Luther King Jr. Blvd. to B Street (1999)
<i>Light rail extension</i> (South Line) from downtown Sacramento to Meadowview Road, first phase (2001); and from Meadowview Road to Calvine/ Auberry, second phase (2007)
<i>Interchange Improvements</i> at Grantline Road (2001), Sheldon Road (2004), and Walnut Ave. (2010)
<i>Lincoln Way reconstruction</i> in Galt (phased, 1996/2000/2004)

Interstate 5 (Yolo and Sacramento Counties)

Escalated Cost = \$222 million

<i>Freeway connection, I-5/Route 113 in Yolo County (2010)</i>
<i>Interchange improvements at I-5/Road 102 (1999), Richards Blvd. (2005), El Camino (2008), I-80 (2010), and Cosumnes River Blvd. (2010)</i>
<i>Carpool lanes from I-80 to Sacramento International Airport (2006) and from Laguna Blvd. to J Street (2006)</i>
<i>New interchanges at North Market Blvd. (2001), Bannon Street (2015) and Northgate Blvd. (2015) in Sacramento, and at Spa Road (Metro Airpark) in Sacramento County (2002)</i>
<i>Caltrans Traffic Operations System to manage traffic flow (2006)</i>
<i>Add auxiliary lanes on I-5 from I-80 to North Market Blvd. (2010) and from Del Paso Road to Route 99 (2001) in Sacramento</i>

Route 49 (Placer County)

Escalated Cost = \$98 million

<i>Widen Route 49, Luther to Kemper (2001) and s. of Placer Co. line to Wolf/Combie Rd. in Nevada County (2004)</i>
<i>Safety and operational improvements, from I-80 to Dry Creek Rd. (2004)</i>
<i>New Auburn bypass from I-80 at Bowman to Route 49 at Dry Creek (2015)</i>

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) STRATEGIES

Intelligent Transportation Systems (ITS) involves the integration of communication and information technologies into the transportation system in order to make the most efficient use of existing transportation infrastructure. As the nation's transportation system ages and becomes less able to accommodate ever-increasing growth, the successful implementation of ITS programs and technologies is essential to ensure that all modes of travel remain as safe and efficient as possible.

The Transportation Equity Act for the 21st Century (TEA-21) seeks to accelerate the integrated deployment of ITS throughout the country through the use of regional ITS architectures. This has caused the incorporation of ITS into regional transportation planning to take on a much greater emphasis. This greater emphasis requires that a region's ITS projects and a region's ITS architecture be consistent with one another and consistent with the requirements of the National ITS Architecture and Standards. This has been spelled out in an Interim Guidance that is currently under review and expected to become final in summer, 1999.

In complying with these new requirements, this is the first Metropolitan Transportation Plan in which SACOG has included a specific ITS element.

Planning and Development Activities

The region developed an ITS Early Deployment Planning Study (EDPS) in 1996. SACOG, Caltrans, and the California Highway Patrol were co-sponsors of this project. The EDPS identified a core set of ITS user services for implementation in the region, as well as a set of project concepts for implementation.

SACOG's primary involvement in ITS has been the coordination of the Sacramento ITS Deployment Partnership (the ITS Partnership). The ITS Partnership currently includes: the City of Sacramento, the County of Sacramento, the Sacramento Regional Transit District, Caltrans District 3, the Caltrans New Technology and Research Program, and SACOG.

The ITS Partnership was formed to explore the potential for coordinated deployment of ITS, and to develop a project proposal for integration of the various transportation operation and management centers (TOCs and TMCs) in the region. The ITS Partnership also worked with a technical consultant team to develop an approach to integrate the TOCs and to implement Smart Corridor approaches in eight corridors. The result has been the development of a project proposal for the Sacramento Transportation Area-wide Network (STARNET).

STARNET can be described as the first phase of the Sacramento area's Regional ITS Architecture. While at this time the STARNET architecture covers a limited geographic area, it does cross jurisdictional boundaries and considers a variety of travel modes. It is also designed so that additional, neighboring jurisdictions can easily plug into the architecture when and if desired.

Major ITS Projects Currently Developed

The following are ITS projects that currently exist in the region:

1. Caltrans and CHP Regional Transportation Management Center (RTMC) (construction underway)
2. Sacramento County Traffic Operations Center (TOC) (construction underway)
3. Sacramento Regional Transit District's Light Rail Train Transportation Management Center (TMC) and Bus Transportation Management Center
4. City of Sacramento Traffic Operations Center (TOC) including downtown master controller system
5. Traffic operations systems components including ramp meters, closed circuit television cameras, and highway advisory radio, on Business 80 from U.S. 50 to Arden Way and from El Camino to Interstate 80
6. Traffic operations systems components including ramp meters, closed circuit television cameras, and highway advisory radio on U.S. 50 from Route 99 to Interstate 5
7. Traffic operations systems components including ramp meters, closed circuit television cameras, changeable message signs, and highway advisory radio on State Route 99 from Elk Grove Blvd. to U.S. 50
8. Smart call boxes in Sutter County including fog detectors, closed circuit television cameras, message signs, and census stations
9. Paratransit, Inc. dispatch system.

1999 Metropolitan Transportation Plan ITS Projects:

The following are ITS projects in the 1999 MTP that are within the boundaries of the STARNET architecture.

1. Interstate 5 - Installation of closed-circuit television, highway advisory radio, ramp metering, and loop detectors in Sacramento County (CAL16920)
2. Interstate 80 - Construct Traffic Operations System (TOS) on I-80 from Interstate 5 to Watt Ave. (CAL17920)
3. Route 160 - Fiber optic communication system from Del Paso Blvd. to I Street and from 12th Street to 10th Street (SAC18790)
4. Route 51, Interstate 80, Route 160 - Construct metering/surveillance system on Route 51 from American River to the Route 51/I-80 separation, on I-80 from the Route 51/I-80 separation of to the Placer County line, and on Route 160 at .5 Kilometer west of Tribute Road.

(CAL16910)

5. U.S. 50 Installation of Traffic Operations Systems components on U.S. 50 including closed-circuit television, changeable message signs, highway advisory radio, ramp metering and loop detectors (CAL16930)
6. City of Sacramento - ITS linkage to allow for coordination of traffic operations across City/County, State lines and between transit and roadway systems operators (SAC20760)
7. Various Locations - Traffic Operations System Center - Stage II (SAC20840)
8. Various Locations - Develop advanced traffic management system that provides video monitoring, centralized control capacity, real time traffic response, and incident management (SAC17880)
9. Various Locations - Construct regional traffic management center to coordinate Caltrans traffic management systems (CAL16770)
10. Yol/Sac Interstate 80 - Construct TOS from Route 50 to Interstate 5 (CAL17800)
11. Elkhorn Blvd./Watt Ave. - Coordinate the intersections in the Watt Avenue-Elkhorn Blvd. area by upgrading 24 existing intersection controllers and a master controller along with installation of joining segments of interconnect. (SAC19080)

The following are ITS projects in the 1999 plan that are currently not within the boundaries of the STARNET architecture but could be tied in with an expansion of the participating jurisdictions:

1. Route 50 - Construct Traffic Operations System (TOS) on U.S. 50 from Scott to Cameron Park Road
2. Interstate 5 Various Locations - Yolo County portion of Interstate 5 traffic operations and ramp metering (CAL16890)
3. Route 50 Various Locations - Yolo County portion of U.S. 50 traffic operations system and ramp metering at various locations (CAL16880)
4. U.S. 50 - From Interstate 80 to Sacramento County line install traffic operations system (message signs, ramp metering, CCTV)

AVIATION STRATEGIES

SACOG is responsible for aviation planning for Sacramento, Sutter, Yolo and Yuba Counties. This involves land use planning, the Regional Aviation Systems Plan, and the Regional Airport Capital Improvement Program...

The Sacramento Area Council of Governments is involved in aviation planning in three ways. The first involves land-use planning for the areas around public-use airports. In this function, SACOG is known as the Airport Land Use Commission. The second type of involvement is in regional aviation system planning activities which result in a Regional Aviation System Plan. The third activity involves working with the airports throughout the region to develop a program of airport improvement projects. The result is the Regional Airport Capital Improvement Program, which is submitted to the Caltrans Aeronautics Program for use in developing its airport project funding proposals.

SACOG is responsible for aviation planning for Sacramento, Sutter, Yolo and Yuba Counties. Within these counties, there exists one major commercial passenger airport, two air force bases and fourteen general aviation airports as follows:

Sacramento County Airports

Franklin Field Airport
Mather Airport
McClellan Air Force Base
Natomas Airport
Rancho Murieta Airport
Rio Linda Airport
Sacramento Executive Airport
Sacramento International Airport
Sunset Sky ranch Airport

Sutter County Airports

Sutter County Airport

Yolo County Airports

Borges-Clarksburg Airport
University Airport (Davis)
Watts-Woodland Airport
Yolo County Airport

Yuba County Airports

Beale Air Force Base
Brownsville AeroPines Airport

Airport Land Use Planning

In its role as the Airport Land Use Commission, SACOG has two primary functions. The first is the protection of public health, safety, and welfare through the adoption of land-use standards that minimize the public's exposure to safety hazards and excessive noise from nearby airports. The second function is to prevent the encroachment of incompatible land uses around airports, thereby preserving the utility of these airports into the future.

To carry out these functions, the Airport Land Use Commission develops Comprehensive Land Use Plans, which establish planning boundaries around airports for safe building heights, noise levels, and safety. Land-use compatibility standards also are adopted, establishing the compatibility of individual land uses within each planning boundary. The Airport Land Use Commission works with local city and county governments to assure compatibility between local plans and the Comprehensive Land Use Plans for airport areas.

Individual Comprehensive Land Use Plans have been adopted for all of the airports and air force bases located within the region, with the exception of the Natomas, Rancho Murieta and University airports. Planning boundaries and land use compatibility standards for these three airports are established by the *Airport Land Use Commission Policy Plan*.

Regional Aviation System Plan

The *Regional Aviation System Plan* provides a comprehensive look at the region's aviation system. It includes a description of individual public-use and military airports, discusses the major issues affecting aviation, examines the status of aviation funding programs, reviews future forecasts of aviation activity at individual airports, and analyzes the capability of the region's airports to accommodate the forecast future demand. The plan also includes a series of goals, objectives and policies that are intended to help guide SACOG in its ongoing aviation activities.

SACOG periodically updates this plan, working both with local airports in the region and the Caltrans Aeronautics Program. The most recent update was adopted in May of 1998. Information from SACOG's *Regional Aviation System Plan* is also incorporated by the Aeronautics Program into the California Aviation System Plan. An Executive Summary of SACOG's *Regional Aviation System Plan* is included as Appendix E. Copies of the entire plan (Publication SACOG-98-004) are also available.

Regional Airport Capital Improvement Program

SACOG is responsible for updating the *Regional Airport Capital Improvement Program* (CIP) every other year. The Regional Airport CIP consists of a comprehensive list of the capital needs of the region's public-use airports. Projects typically included in the CIP are such things as runway repair, construction of airport maintenance facilities, hangars, terminal areas, lighting improvements, fencing and signage.

SACOG works with the airports to develop the Regional Airport CIP, which is then submitted to the Caltrans Aeronautics Program for incorporation into the biennial update of the *Capital Improvement Program Element* of the *California Aviation System Plan*. The State's CIP Element serves as a guide for current and future airport development in the state, and provides the basis for

the development of the Aeronautics Capital Program adopted by the California Transportation Commission (CTC). SACOG generally initiates updates to the Regional Aviation CIP beginning in the fall of even-numbered years.

The State CIP Element became a required element of the California Aviation System Plan (CASP) following enactment of Public Utilities Code Section 21702 (SB 707) in 1990, and consists of a ten-year list of aviation projects by region divided into two five-year phases. Projects in the first five-year phase of the CIP identify sources of funding (State, Federal or both) and the requested funding year. The second five-year phase is a compilation of projects, without funding source having to be identified.

The CIP process was first implemented in 1993. The first biennial update occurred in 1995, and the 1997 update was adopted by the CTC in January 1998. The 1999 update is currently in progress, with airport projects having been submitted to the Caltrans Aeronautics Program. Projects not included in the adopted State CIP will not be eligible for funding from the State Aeronautics Account, including the State portion of the local match for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding.

The CIP is intended to identify projects eligible for two sources of State funding, the Acquisition and Development Program and the AIP Matching Grant Program. The AIP Matching Grant Program assists airports in meeting the local match requirement for AIP grants from the FAA, providing up to a 5% match. AIP Matching Grant funds cannot be allocated by the State until an AIP grant has been offered by the FAA and accepted by the airport.

The airport projects submitted to SACOG for inclusion in the 1999 State CIP Element are attached as Appendix F. These projects constitute SACOG's Regional Aviation CIP.

Airport Ground Access Program

The region's major airport is the Sacramento International Airport, located in Sacramento County north of I-5 and west of Route 70/99. Road access to the airport is provided by state highways (I-5 and Routes 70/99), and by the internal circulation system within the airport. The planning, funding, and construction of internal improvements is undertaken by the airport, outside of SACOG's planning process. Outside access via I-5 and Routes 70/99 may become more difficult over time as congestion grows in that part of the region. This plan includes numerous proposals to minimize the growth in congestion along this corridor (see Actions chapter, sections on I-5 North Corridor and Routes 70/99 North Corridor). To the extent that these improvements help minimize congestion growth, they will help to maintain good highway access to the airport.

Transit and Rail Connections: A key ground access issue prior to 1997 was the lack of any public transportation to Sacramento International Airport. YoloBus initiated public transit service between downtown Sacramento, West Sacramento, Davis, Woodland, and the airport in July 1997. Buses currently leave the airport twice each hour, once in each direction, making 13-stop loops through the above communities. The service operates weekdays and Saturdays from 5 a.m. to 10 p.m., with a reduced Sunday and holiday schedule. The service is being funded through a federal grant that will cover transit service operation for another year. It is one of SACOG's Regional Priority Projects to continue public transit access to the Airport and assess the status of preservation of right-of-way for a light-rail extension to the Airport.

In addition to YOLOBUS service, airport access within the region is provided by private carriers such as shuttle services and taxicabs. Scheduled commercial van service also provides airport service from outlying communities as far away as Chico and the Lake Tahoe Area. The vans stop at commuter rail stations and provide commuter rail passengers with continuing service to the airport.

ISSUES FOR THE FUTURE

A number of transportation issues will be addressed over the next couple of years, some through studies and at least one through a possible pilot project. These are in addition to the transportation improvements included in this plan...

A number of issues continue to be studied by SACOG and others in the region. For some, there are already projects and services in this plan, but for others a strategy has not yet developed.

American River crossings in Sacramento County -- Sacramento County staff and members of the public have asked about the possibility of a study to determine whether, and where, an additional bridge could be built over the American River in Sacramento County, to relieve congestion on the few existing bridges. This Metropolitan Transportation Plan includes widenings of two existing American River bridges, on Watt Avenue and Hazel Avenue. The county's general plan includes a policy calling for the study of additional bridges in that part of the county.

Personalized public transit -- Our analysis of options in the 1996 plan showed that a new type of transit service holds promise for certain areas of Sacramento where transit demand isn't strong enough to justify conventional fixed-route service using full-size buses. "Personalized public transit" may show potential for attracting riders. This new type of transit service would provide circulation within certain communities and also would connect with trunkline transit services such as light rail. It would employ smaller vehicles such as vans rather than full-size buses, and therefore could be operated less expensively. Regional Transit, Paratransit, Inc., and SACOG will collaborate on a study of this type of transit service in the next few years.

Intercity rail -- As congestion increases on both the interstate highway system and the commercial aviation system, attention turns to intercity rail improvements. This plan reflects the expected increase in the Capitol Corridor train service, operated by the Capitol Corridor Joint Powers Authority, to ten roundtrips daily between the Sacramento area and the San Francisco Bay Area by the year 2003. The State of California has spent some tens of millions of dollars to upgrade the tracks between Sacramento and the Bay Area. Other intercity rail efforts are being pursued as well, including developing implementation plans for a high-speed rail network in California and upgrading the existing intercity rail corridors. Also, SACOG, in collaboration with Caltrans, will conduct a preservation study on the Central California Traction Company rail right-of-way between Sacramento and Stockton. Additionally, efforts are being made to expand the Capitol Corridor rail service to include the Redding-Sacramento rail corridor. Finally, SACOG participates in intercity rail advisory committees and studies, and we will continue these efforts in the coming years.

I-80 Corridor -- A three-year study is being conducted by SACOG, Caltrans, and the Placer County Transportation Planning Agency, of the I-80 Corridor between Davis and Colfax. The study is to develop a plan for multi-modal improvements to that corridor that can be completed by the year 2010. Included are HOV lanes, light rail extensions, commuter rail service, roadway and bikeway improvements, and transportation systems management strategies using intelligent transportation systems. It is expected that the results of the I-80 Plan will be considered in the next update of this plan.

I-5 Corridor -- Caltrans and SACOG are embarking on a multi-modal major investment study of the I-5 Corridor. Although there are no specific alternatives proposed at this time, it is expected that the results of the study will be considered in a future update of this plan.

Suburban Travel -- SACOG's recently-completed "Needs Assessment Report; Study of Suburban Travel" focused on the auto and transit travel needs of three growing suburban employment centers -- Rancho Cordova, Roseville/Rocklin, and West Sacramento. The major needs identified fall into three generic categories -- (1) Some major travel corridors to each employment center are not served directly by the region's freeway system. Other corridors have indirect freeway connections, (2) Little or no public-transit service is provided from some residential areas to these employment centers, and (3) Current planned transportation improvements only partially address some of these needs. SACOG will continue with a follow-up study to make specific proposals in the next couple of years.

Intelligent Transportation Systems -- The major issue with ITS is the multi-modal, multi-jurisdiction coordination of projects which are implemented on a single-agency basis. Another issue is the funding of the operational costs of ITS projects.

Planning process for Sacramento County -- Currently underway is the "Sacramento County Exploratory Process for Transportation and Air Quality", a major collaborative effort to determine the need and desirability of a new collaborative planning process for the county (or a larger geographic area). By fall, 1999, a decision will be made whether or not to go ahead with such a planning effort as well as what form this effort will take, who will be involved, how long it will take, and what its goals will be.

A regional bikeway network -- A task for SACOG in the next year will be to develop a map depicting a regional bikeway network. This is defined as a network of paths and on-street bike lanes and routes that connect the major trip origins and destinations of the region. Some of these will be existing, some planned, and some proposed for the first time. This network will be the foundation of more detailed bicycle planning in the future.

ANALYSIS

the program is the first of its kind. The program will help companies, especially those who are new to the industry, to help the region's manufacturing companies to improve their productivity, efficiency, and quality and to reduce their environmental impact. The program will also help companies to improve their safety and health practices and to reduce their energy consumption. The program will be implemented by the System Design Center.

POLICY ANALYSIS

The Metropolitan Transportation Plan addresses the goals and objectives, given the constraints of funding and the limits of our analysis tools...

The following is a discussion of how the actions recommended in this plan address the goals and objectives that were described earlier in the Policy Element. A separate analysis of how the plan addresses the federal TEA-21 planning factors is found in Appendix A.

System Preservation Goal -- *to preserve the existing transportation infrastructure as a means of protecting our transportation investments and maintaining an effective system.*

The plan calls for a new revenue source, the additional 1-cent-per-gallon-per-year increase to the state gas tax. This gas tax increment would be available for on-going road maintenance and to help the region's communities catch up on backlogged road maintenance. In addition, this source and the renewal of Sacramento County's Measure A could be used by public transit operators to help defray their operating costs. In this way, the plan directly addresses the System Preservation Goal.

Land Use / Mobility Goal -- *to meet the mobility needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in existing and future urban form that will facilitate the development of the most efficient and effective transportation system possible.*

The recommended plan does not address the land use portion of the goal, although the 1996 plan development process did so. During a preliminary analysis of four alternatives, a land use-based alternative was included. That alternative assumed higher density development than the City or County of Sacramento plan to build, around major transit corridors. However, the recommended plan is not based on that land use scenario.

The plan addresses mobility in a variety of ways, by including numerous strategies that will reduce the growth in traffic congestion, increase public transit ridership and ridesharing, and provide more accessibility to jobs via the public transit system. The plan also includes programs and services aimed at increasing transportation accessibility for disabled persons and elderly persons.

Air Quality Goal -- *to directly support the achievement of state and federal air-quality standards.*

The plan meets federal air quality goals, and nearly meets state goals. For meeting the federal

goals we conduct an air quality conformity analysis which projects emissions of certain pollutants, for certain future milestone years. Our analysis -- to be published separately -- is expected to find that projected emissions stay within the allowable limits set by federal standards and the State Implementation Plan for air quality.

State air quality standards are harder to attain. This plan comes close to meeting the state requirement for peak-period vehicle occupancy (1.39 persons per vehicle, just short of the required 1.4 by the year 1999). Our projections indicate that in the future, the growth rate in vehicle trips and vehicle miles traveled will decrease, as the state requirements call for. For more on air quality, see the Technical Analysis after this section.

Safety Goal -- *to provide the safest possible transportation system for all.*

The plan includes a few safety projects -- those that were brought to our attention by local jurisdictions and other project sponsors, such as road realignments and grade crossing safety improvements, for example. Safety projects are not required to be specifically listed in the plan. The plan also calls for catching up on deferred road maintenance, which also creates a safer transportation system.

Environmental Goal -- *to provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.*

The environmental impacts of the plan options are analyzed in an environmental review process, which led to the publication of an Environmental Impact Report (EIR). This report is published separately and is available for review at the SACOG library, at public libraries and branch libraries around the region, and on SACOG's web page -- www.sacog.org. It is also available upon request from SACOG. The EIR notes the environmental impacts that may result from implementation of the plan as a whole, and proposes certain measures to mitigate those impacts. More detailed environmental analysis is performed for individual transportation projects as they are implemented. Also addressed in the EIR is environmental justice, that is, the potential for disproportionate negative impacts of transportation projects on low-income and minority populations. The public outreach portion of the 1999 plan development process contributed to the goal of environmental justice analysis by an enhanced effort to develop our mailing list of low-income and minority groups.

Economic Goal -- *to create the most economical transportation system and to make the most efficient use of transportation revenues in providing services and facilities, optimizing the movement of people, goods, and information.*

The plan may create a more economical and efficient system through strategies that reduce the growth in congestion through demand management, increase public transit ridership to the extent that resources allow, and tie revenues to needs through a proposed increment to the statewide gas tax. The plan also includes intelligent transportation system (ITS) strategies which use technology to provide real-time information on traffic flow, for traffic management purposes.

Organizational Goal -- *to foster more coordination and cooperation between agencies to avoid*

interagency conflict and assure the most effective use of transportation resources.

This goal was addressed through the process of developing the plan, rather than through the transportation strategies included in the plan. To address the goal, SACOG worked with our staff-level Regional Planning Partnership to help with many aspects of plan development. For the 1996 plan, we also convened other advisory committee meetings intended to help coordinate planning and analysis of various issues throughout the planning process.

region will be solved. Time will
than it is today - an inevitable result
of the region's growth. The
Metropolitan Transportation Plan
should minimize the increases in
congestion and delay, bring increases
in public transit ridership and job
accessibility, and help reduce air
pollution. The overall balance of
travel between modes remains an
"unbalanced" split will be about the same
as today, with the private automobile
still the mode of choice...

The technical analysis relies on travel demand forecasting models to estimate travel conditions and system performance at the various options. Two models are used. The FARENET model covers the Sacramento metropolitan area, including Yuba County and most of Sutter County. The Trans Model model covers two counties. These models are mathematical tools that forecast the number of trips, mode split, and travel time, based on the primary social, demographic and physical information that affect travel behavior.

To develop these forecasting models, we collected information on the characteristics of the transportation system. Roadway and public transit systems were studied to collect technical descriptions of how these systems operate, and the conditions in which they operate. Data also were collected by conducting surveys of the region's residents to determine the types of trips being made and the factors that affect those trips - demographic characteristics and the constraints of the transportation system. For example, using all this information, we developed mathematical models of travel behavior, relating to the types of trips made, frequency of trips, length of trips, time of day that trips are made, and the mode of travel used for the trip. When these relationships are applied to the model region, we can estimate traffic volume, and public transit ridership for a base year, meaning the current year or a very recent year. We compare our estimates to actual data from the base year, to determine the accuracy of the model. When the model is judged to be accurate within acceptable standards, it then can be used to forecast travel patterns for a future year, given some assumptions about the size of the population in that future year, the size of the employment base in that year, and the transportation improvements we expect to take place by that year.

TECHNICAL ANALYSIS

Twenty-four years from now, congestion in many parts of the region will be several times worse than it is today – an inevitable result of the region's growth. The Metropolitan Transportation Plan should minimize the increases in congestion and delay, bring increases in public transit ridership and job accessibility, and help reduce air pollution. The overall balance of travel between modes (known as 'mode split') will be about the same as today, with the private automobile still the mode of choice...

The technical analysis relies on travel demand forecasting models to project the travel conditions and system performance of the various options. Two separate models are used. The SACMET model covers the Sacramento metropolitan non-attainment area for ozone pollution, which excludes Yuba County and most of Sutter County. The Yuba-Sutter model covers those two counties. These models are mathematical tools that estimate the general travel choices people will make, based on the primary social, demographic and physical conditions that affect such choices.

To develop these forecasting models, we collected information on the characteristics of the transportation system. Roadway and public-transit systems were studied to collect accurate technical descriptions of how these systems operate, and the conditions in which they operate. Data also were collected by conducting surveys of the regions residents, to determine the types of trips being made and the factors that affect those trips -- demographic characteristics and the constraints of the transportation system, for example. Using all this information, we developed mathematical models of travel behavior, relating to the types of trips made, frequency of trips, length of trips, time of day that trips are made, and the mode of travel used for the trip. When these relationships are applied to the entire region, we can estimate traffic volumes and public-transit ridership for a base year, meaning the current year or a very recent year. We compare our estimates to actual data from the base year, to determine the accuracy of the model. When the model is judged to be accurate within acceptable standards, it then can be used to forecast travel patterns for a future year, given some assumptions about the size of the population in that future year, the size of the employment base in that year, and the transportation improvements we expect to take place by that year.

Limits Of Forecasting Models

The forecasting model is developed within the limits of available data and within the limits of our understanding about how people make their travel choices. All of the various choices that over a million and a half people make every day cannot be replicated or forecasted with exact precision. We attempt to understand the major travel choices, and the primary factors that affect these choices.

Also, we cannot replicate all the travel conditions that occur on the roadways and on the public-transit system. We limit our analysis and forecasts to the average weekday, including peak and off-peak travel periods. Traditionally, roadway design decisions are made to accommodate average conditions, not to accommodate extreme traffic loads like Friday afternoon traffic before Christmas near a shopping mall. Another reason we limit the process to average conditions is that it is more difficult, time-consuming, and costly to collect the necessary data for unusual or peak conditions.

Another limitation of the model is that it assumes no traffic accidents, breakdowns or other temporary bottlenecks. The timing, severity, duration, and location of these incidents makes them too difficult to analyze within the constraints of a large-scale regional model.

Many researchers and practitioners contend that increases in the roadway system causes, or induces, additional vehicle travel. Our analysis does address many of the relationships of vehicle travel demand. However, the effect of transportation improvements on the amount and location of residential and commercial development is not included because the future land uses are assumed to remain constant across all options.

Performance Measures

Four sets of performance measures were developed to gauge the performance of the options. Some performance measures were more effective than others in illustrating the differences between options. Listed below are all the performance measures that were calculated to analyze and compare the options, using the travel demand forecasting system described above.

Roadway measures relate to travel in vehicles on the roadway system. These measures include the number of vehicle trips made on a typical weekday, vehicle miles of travel (VMT), person miles of travel (PMT), and PMT on roadways at level-of-service "F". Levels of service, or LOS, run from A through F, with A being uncongested, free-flow conditions and F being the most congested conditions. Roadways at LOS F means roadways are forecasted to have traffic volumes at or above their capacity. The use of this performance measure is a way of indicating how much travel will occur in congested conditions.

Mode choice measures relate to the mode of travel chosen for a trip. Modes include solo-driving, ridesharing, public transit, and non-motorized modes (bicycling and walking).

Accessibility measures combine changes in growth patterns and transportation into one type of measure, and attempt to estimate how accessible the region's job base is to each community. The measures used are total jobs within 20 minutes drive time, and within 45 minutes time on public transit. The number of jobs within this time period not only represent accessibility to employment; they also serve as proxies for accessibility to shopping and services, since many of the jobs are in the retail and service sector. Accessibility can be increased in two ways: by

increasing the number of work, shopping, or other opportunities within a given travel time, or by improving transportation to expand the area that's reachable within that travel time.

Emissions measures are estimates of the total regional emissions from on-road mobile sources. Emissions estimates are provided for four pollutants -- oxides of nitrogen (NOx), carbon monoxide (CO), particulate matter (PM), and reactive organic gases (ROG).

Figure 6 is a present and future comparison showing the system's current estimated performance (for 1997) and the projected year-2022 performance of the plan. As the numbers indicate, there will be a substantial increase in congestion and far more trips made in the future than there were in 1997, due to the region's growth over the next 24 years.

Roadways and Congestion

On a region-wide basis, traffic congestion will be nearly five times what it is today, when measured by peak-period person-miles of travel at LOS F. Figure 6 shows that this statistic climbs from about 542,000 in 1997 to about 3,072,000 in 2022. Corridor-level analysis found that the increase in congestion varies from one corridor to another; all statistics shown in Table 6 are region-wide totals. To give a sense of scale, a single commuter traveling on I-80 from Madison Avenue to the Capital City Freeway split, westbound on a typical weekday morning, represents one person-mile traveled at LOS "F". This congestion statistic reflects the total collective distance over which the region's travelers are in congested conditions each day.

Table 6 also shows that the number of daily vehicle trips will increase by about 57% over the 24-year planning period. Vehicle miles of travel will increase by about 67% and person miles traveled will increase by 62% over the 24-year period. Since miles traveled is expected to grow at a faster rate than the number of trips, this indicates trips will be somewhat longer, on average, than they are today.

Mode Choice

The projections show that no significant change will occur in the overall distribution of trips between different modes of transportation. The private automobile will continue to be the dominant mode of travel, garnering an estimated 91% of all trips on a typical weekday in the year 2022. This is unchanged from the mode share estimated for the base year, 1997. Even though the number of public-transit passengers is expected to increase by 64%, they are such a small number of people within the six-county population that transit still will account for only 1% of all trips. The same is true for non-motorized travel, where a 52% increase in bicycle and pedestrian trips brings only a shift of one-half percentage point (downward) in the overall mode share for these trips. This one-half percent loss in mode share for non-motorized trips is about matched by an eighth-tenths percent gain in ridesharing trips. These findings indicate that, although there will be many more people using public transit, bicycling and walking than there are today, there also will be many more people using private automobiles.

The overall mode share for public transit would be larger if the analysis was confined to the Sacramento urban area, and it would be much larger if it was confined to trips coming into downtown Sacramento during the peak commute period. By analyzing a six-county region that includes much rural and low-density suburban land, the analysis includes many areas where public transit is not available or operates infrequently. Therefore the regional mode share for transit is very low.

Figure 6. Performance of the Metropolitan Transportation Plan

Performance Measures	1997	2022 Plan	% Increase 1997-2022
Roadway Measures (daily)			
Vehicle trips	5,073,000	7,952,000	57%
Vehicle miles traveled	43,056,000	71,998,000	67%
Person miles traveled	53,122,000	85,849,000	62%
Peak-period person miles @ LOS "F"	542,000	3,072,000	467%
Peak-period persons per vehicle (excluding Yuba and Sutter)	1.4	1.4	0
Mode Choice Measures (person trips per day and %)			
All trips	8,018,000	13,001,000	62%
Drive alone	4,266,000	6,880,000	61%
Shared ride	3,057,000	5,057,000	65%
Public transit	75,000	123,000	64%
Non-motorized (bike/walk)	619,000	941,000	52%
Accessibility Measures			
Average # jobs, 20-min. by car	233,000	236,000	1%
Average # jobs, 45-min. by transit	83,000	111,000	34%
Emissions Measures (tons per day)			
Nitrogen oxide (NOx)	90.4	58.1	-36%
Particulate matter (PM 10)	62.3	106.9	72%
Reactive organic gases (ROG)	53.8	18.3	-66%
Carbon monoxide (CO)	952.4	304	-68%
Energy Consumption Measures			
Estimated fuel consumption (gal./day)	2,360,000	3,739,000	58%

Source: SACOG travel demand forecasts, May 1999

Accessibility

The plan will yield little change in the accessibility to jobs by car, but brings a substantial increase in the accessibility to jobs via public transit. As Figure 6 indicates, the number of jobs that can be reached within 45 minutes by public transit will increase by a third over the 1997 conditions. This is partly because the plan includes extensions of light-rail service to the south, east, and north. It also is likely influenced by the location of employment growth around the region. The combination of public-transit expansion and job location provides for this significant increase in job accessibility by transit.

Automobile accessibility to jobs is projected to change little over the 24-year planning period, with only a 1% gain projected in the number of jobs that can be reached within 20 minutes. This finding indicates that even though there will be substantial job growth in various parts of the region, increasing congestion and delay will offset this, so that job accessibility by car will remain roughly the same.

Emissions

Figure 6 indicates decreases in emissions of all the forecasted pollutants except for particulate matter, which will increase by about 72% over the planning period. Figure 6 shows the results for "PM 10", which refers to particulate matter (or dust) that is 10 microns or smaller in width. These particles are small enough to penetrate the lung walls and enter the respiratory system. The increase in PM 10 is an inevitable result of growth in the region. The increases in people, jobs, and activity mean more dust will be created. However, we should see substantial decreases in daily emissions of ozone precursors (oxides of nitrogen and reactive organic gases) and carbon monoxide. Ozone precursors are the chemicals emitted by automobiles which combine in heat and sunlight to form ozone pollution. The need for heat and sunlight to trigger this chemical combination means that ozone is a summertime problem in this region. Carbon monoxide pollution is mostly a wintertime problem in the region.

Meeting Air Quality Standards

The plan is required to meet both federal and state air quality mandates. The federal requirements -- through air quality "conformity" analysis -- have to do with keeping projected emissions within certain allowable levels in specific future years. Because there are so many forecasts required in this analysis, it is published in a separate report. The analysis, available from SACOG, will determine whether the plan meets federal conformity requirements. The requirements are that emissions stay within the allowable levels in each of the future milestone years.

The state requirements -- through the California Clean Air Act -- call for reaching a peak-period vehicle occupancy rate of 1.4 persons per vehicle by 1999, and for reducing the rate of growth in vehicle trips and vehicle miles traveled, particularly in comparison with the projected population growth rate. Figure 7 shows how the plan performs in meeting the standards of the California Clean Air Act.

Figure 7. Plan Performance Relating to the California Clean Air Act Requirements

Peak-period vehicle occupancy in 1999 -- 1.4 persons per vehicle required	1.4
Growth in daily vehicle trips, 1997-2022	57%
Growth in daily vehicle miles of travel, 1997-2022	67%
Growth in population, 1997-2022	54%

Figure 7 indicates that the plan meets the peak-period vehicle occupancy standard set forth in the California Clean Air Act, with an estimated figure of 1.4 persons per vehicle in 1999.

The plan does not succeed in keeping the growth in vehicle trips (57%) to a lower rate than the population growth (54%). Vehicle miles traveled is projected to grow even faster than population and vehicle trips over the 24-year planning period, indicating the lengthening of trips that results from the pattern of growth projected for the region and the choices people are projected to make about their trip destinations and routes. It appears that increasing suburbanization is one major factor leading to more driving. In the suburbs, there are fewer travel options and longer distances to travel due to lower building densities.

REVENUES AND EXPENDITURES

Our projections indicate a total of around \$12.5 billion from currently existing funding sources for transportation over the next 24 years, from a combination of local, state, and federal programs...

Our revenue estimates were derived from four sources:

(1) A survey of local transportation funding conducted by Decision Economics for SACOG in

FINANCIAL ELEMENT

(2) Data from current state and federal transportation improvement programs showing funds committed for specific transportation projects, and

(4) Staff projections of uncommitted state and federal funds in the years 1999 through 2022.

The revenue estimates are shown in greater detail in a staff memo to the SACOG Board of Directors, "Approval of Revenue Projections for the 1999 Metropolitan Transportation Plan," dated December 17, 1998 and available from SACOG.

This chapter shows the amount of funds projected from each source over the 24-year planning horizon, and the recommended use of those funds by transportation mode and by county. The estimates originally were developed through consultation with the Regional Planning Partnership, during the fall of 1998. Figure 8 shows our final net projections for the years covered by this plan, a total of approximately \$12.5 billion.

Category	2014-2015 Budget	2015-2016 Budget
Operating Expenses	\$1,200,000	\$1,250,000
Capital Expenses	\$500,000	\$550,000
Total Expenses	\$1,700,000	\$1,800,000

The following table provides a summary of the financial data for the Sacramento Area Council of Governments (SACOG) for the years 2014-2015 and 2015-2016. The data is presented in thousands of dollars.

The table shows that the total expenses for 2014-2015 were \$1,700,000, and for 2015-2016, they were \$1,800,000. The operating expenses for 2014-2015 were \$1,200,000, and for 2015-2016, they were \$1,250,000. The capital expenses for 2014-2015 were \$500,000, and for 2015-2016, they were \$550,000.

FINANCIAL ELEMENT

REVENUES AND EXPENDITURES

Our projections indicate a total of around \$12.8 billion from currently existing funding sources for transportation over the next 24 years, from a combination of local, state, and federal programs...

Our revenue estimates were derived from four sources:

- (1) A survey of local transportation funding conducted by Decision Economics for SACOG in the fall of 1995,
- (2) Additional data on funds committed to specific transportation projects, provided by local staff,
- (3) Data from current state and federal transportation improvement programs showing funds committed for specific transportation projects, and
- (4) Staff projections of uncommitted state and federal funds in the years 1999 through 2022.

The revenue estimates are shown in greater detail in a staff memo to the SACOG Board of Directors, "Approval of Revenue Projections for the 1999 Metropolitan Transportation Plan," dated December 17, 1998 and available from SACOG.

This chapter shows the amount of funds projected from each source over the 24-year planning horizon, and the recommended use of those funds by transportation mode and by county. The estimates originally were developed through consultation with the Regional Planning Partnership, during the fall of 1998. Figure 8 shows our financial projections for the years covered by this plan, a total of approximately \$12.8 billion.

Projected Revenues	Totals	% of Expenditures
Revenue from existing sources	\$12.743	83%
Surplus/(Shortfall) based on revenues from existing sources	(\$2.24)	15%

Notes:

(1) Data on capital costs were obtained by operational agencies and jurisdictions. Data on operations and

Figure 8. Long-Range Revenue Projections by Source
(All Figures In Millions Of Escalated Dollars)

FUNDING SOURCE	TIME PERIODS (Federal Fiscal Years)					
	2 years	5 years	5 years	5 years	7 years	24 years
	1999-2000	2001-2005	2006-2010	2011-2015	2016-2022	TOTAL
Federal	231	373	347	387	617	1,955
State	398	877	796	889	1,416	4,376
Local	653	1,346	1,422	1,163	1,859	6,442
TOTAL	1,284	2,596	2,565	2,439	3,892	12,773

The local revenue estimates were developed in the fall of 1995 by a consultant to SACOG who surveyed all of our member cities and counties to determine how much local revenue could be expected for transportation through 2015. The projections have been carried forward to the year 2022. The Placer County Transportation Planning Agency provided the survey coordination for Placer County jurisdictions. These estimates were based in large part on recent local revenue amounts, and on SACOG's growth projections for the region. The revenue estimates are drawn from locally supplied information on impact fees, assessment districts, and other funding mechanisms. The local revenue estimates likely are conservative because they do not make any assumptions about future bond issues that may be undertaken by cities or counties. On the other hand, if growth rates in the region turn out to be slower than our projections indicate over the next 24 years, then the above revenue estimates could be overstated. The revenue estimates then were balanced against the expenditures called for in the Proposed Plan Option, to determine whether they adequately covered all the recommended expenditures. The result of this comparison is shown in Figure 9. Figures 10 and 11 provide further detail on the investments envisioned in this plan.

**Figure 9. Planned Expenditures And Projected Revenues,
1999-2022**

(All Figures In Millions Of Escalated Dollars)

Recommended Expenditures ⁽¹⁾	Totals	% of Total Expenditures
Capital Improvements		
Bicycle/Pedestrian	103	1%
Bus/light rail/heavy rail	1,174	8%
HOV lanes	306	2%
Freeway interchanges	690	5%
Local roads and bridges	2,112	14%
TOTAL CAPITAL IMPROVEMENTS	4,385	29%
Operations and Maintenance		
Transit operations & maintenance	3,074	20%
Road maintenance	6,477	43%
Road maintenance backlog	909	6%
TOTAL OPERATIONS AND MAINTENANCE	10,460	70%
Other		
Transportation management ⁽²⁾	104	<1%
Studies	8	<1%
Air Quality	90	<1%
TOTAL OTHER	202	1%
Total Expenditures	15,047	100%

Projected Revenues	Totals	% of Expenditures
Revenue from existing sources	12,773	85%
Surplus/(Shortfall) based on revenues from existing sources	(2,274)	15%

Notes:

(1) Data on capital costs were submitted by sponsoring agencies and jurisdictions. Data on operations and

maintenance based on discussions with some local agencies in January and February 1999, and on a SACOG study of system preservation needs performed in 1998. The data includes Caltrans District 3 programs for operations and maintenance on the area's highways.

(2) Transportation management refers to techniques that improve the flow of traffic, including ramp meters to regulate the entry of vehicles onto freeways, closed-circuit cameras that monitor traffic flow and changeable message signs informing motorists of upcoming bottlenecks, ridesharing programs to encourage travelers to use alternate methods of transportation, among others.

As Figure 9 shows, our projections of revenues from existing sources total about \$12.8 billion, which is about \$2.3 billion short of the total planned expenditures of \$15 billion. This \$2.3 billion shortfall is the target of the proposals for new revenue discussed in the next chapter of this plan. If this plan had been a major update instead of a minor one, the shortfall would no doubt be larger than \$2.3 billion. Revenues have been projected for the years 2015 through 2022, seven years beyond the horizon year of the 1996 plan. Although maintenance and operations costs have been projected for the full 24 years of the plan and reflect full funding of these needs, relatively few new capital projects have been added in the period between 2015 and 2022. The Metropolitan Transportation Plan for 2025, to be adopted in 2002, will fill out the list of capital projects after an extensive collaborative planning process.

Figure 10. Investment by Mode 1999 - 2022
(in Millions of Escalated Dollars)

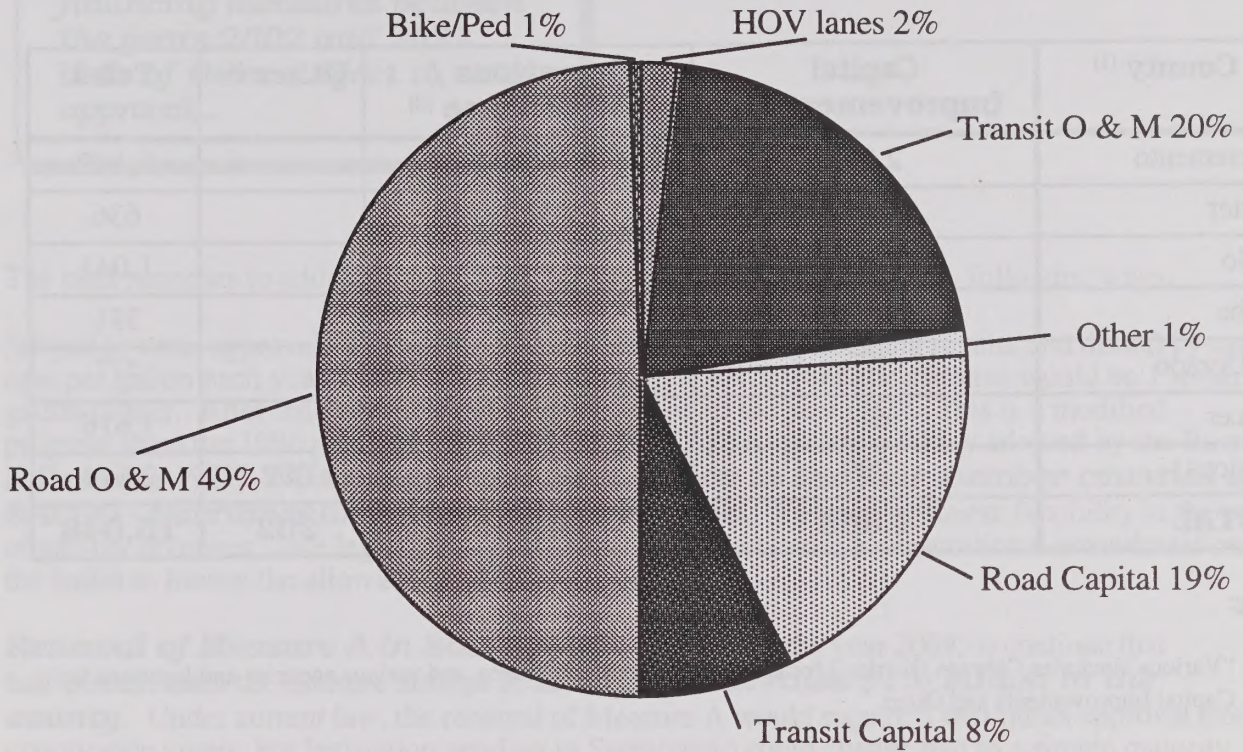


Figure 11. Planned Expenditures By County, 1999-2022
(in Millions of Escalated Dollars)

County ⁽¹⁾	Capital Improvements ⁽²⁾	Operations / Maintenance ⁽³⁾	Other ⁽⁴⁾	Total
Sacramento	2,590	5,552		8,142
Sutter	305	331		636
Yolo	341	700		1,041
Yuba	122	270		391
El Dorado	178	399		577
Placer	641	975		1,616
Various	209	2,233	202	2,644
TOTAL	4,386	10,460	202	15,048

Notes:

- (1) "Various" includes Caltrans District 3 for Operations and Maintenance, and various agencies and locations for Capital Improvements and Other.
- (2) "Capital improvements" include bicycle/pedestrian, bridges, bus, rail, HOV lanes, interchanges, and local roads.
- (3) "Operations and Maintenance" includes transit and roadways. Road maintenance includes the annual cost of maintaining roads in a good state of repair as well as maintenance backlogs. The source for this data is a memo to the SACOG Regional Planning Partnership, "Road and Transit Operating and Maintenance Cost Estimates: Projecting Costs to 2022," October 16, 1998 and information from Caltrans District 3.
- (4) "Other" includes transportation management strategies, safety, studies, and transportation-related air quality strategies.

FINANCIAL PROPOSALS

This plan calls for \$2.8 billion from two new financing measures between the years 2002 and 2022 both of them subject to voter approval...

The plan proposes to address the \$2.3 billion transportation shortfall in the following ways:

Subject to voter approval, increase the **statewide gas tax** (including regular and diesel) by one cent per gallon each year, from the year 2002 through 2015, when the state tax would be 13¢ per gallon higher. After that, the tax would stay flat through the year 2022. This is a modified proposal from the 1996 plan and is included in SACOG's Legislative Policy adopted by the Board in December 1995. ***This would raise \$1.2 billion in the four member counties of SACOG - Sacramento, Sutter, Yolo, and Yuba.*** To grant sufficient flexibility in the use of gas-tax revenues, state legislation would be needed, along with a constitutional amendment on the ballot to loosen the allowable uses of gas-tax revenue.

Renewal of Measure A in Sacramento County in the year 2009, to continue that half-percent sales-tax measure through 2022; ***this would raise \$1.6 billion in the county.*** Under current law, the renewal of Measure A would require a two-thirds approval from countywide voters, but legislation pending in Sacramento could change that to a simple majority approval, subject to voter approval of a state constitutional amendment.

A third revenue measure that appeared in the 1996 plan is not recommended in this plan. It was an annual \$10 per vehicle fee to be used for road maintenance, to start in the year 2002. Recent legislation has reduced vehicle fees and it is unreasonable to continue to propose an increase in the face of political efforts to reduce or eliminate vehicle license fees.

Uses Of New Revenues

The new revenues created by these two sources have not been "assigned" to specific transportation projects. This is beyond the scope of a long-range plan, especially since the first of the new revenue streams would not begin until three years out, and one would not start until ten years out (in Sacramento County). The assignment of specific revenue to specific projects is accomplished through programming or funding cycles, and can also be accomplished through ballot measures written to raise revenue for a specific list of transportation projects. This long-range plan presents the proposals for new revenue in a general way.

Gas tax increase -- the incremental revenues from the gas tax would be flexible in use, under the proposal in this plan. The revenues would be returned to source for use on any type of transportation improvement. This tax increase is proposed to help finance road maintenance, to build new and improved roads and highways, extend light rail further to the south, maintain existing levels of bus transit service, and build pedestrian and bike facilities.

Measure A renewal -- this is recommended for two specific purposes: first, to provide Sacramento County's transit operators (primarily Regional Transit) with enough operating revenue to run its expanded transit lines and to maintain service levels in the face of increasing congestion, which slows down bus service. Under current law, gas-tax revenue cannot be used for transit operating purposes. Second, Measure A renewal is proposed to help local public works departments fill the backlog in maintenance that is deferred each year due to funding limitations.

Likelihood Of Developing These Funding Sources

Given the general reluctance of the public to pay new fees or higher taxes, the prospects for achieving these new funding sources may be questioned. In this region, a sales-tax measure to raise funds for transportation was defeated by voters in Yuba and Sutter Counties in November 1994, and public opinion polls often reiterate voters' general reluctance to pay more in fees or taxes. However, a survey of likely voters conducted by SACOG in 1995 found that respondents were supportive of some financing measures, after it was stated what the funds would be used for.

The survey of 1,400 likely voters found that 59% of respondents supported an increase in the gas tax of one cent per gallon per year, for 10 years. The survey also asked about an additional sales tax. Only one-third of respondents supported it. Currently, a two-thirds majority vote is required for passage, although this may change to a simple majority if the state legislature approves a ballot measure and that measure is approved by the voters. As transportation projects are delivered through Measure A, it seems reasonable to expect that support for Measure A renewal in Sacramento County will grow. For these reasons, the funding proposals recommended in this plan seem reasonable.

There is currently pending in the state legislature bills that propose transportation infrastructure bond measures to be placed before the voters. Although not approved by the legislative bodies yet, if one or more of these bond measures passes at the state level, new revenues could be expected for the SACOG region.

Impacts Of Not Developing New Revenue Sources

The Metropolitan Transportation Plan is a 24-year plan that shows the key improvements needed over that period of years. As a long-range plan, it does not assign specific dollars to specific transportation projects. Therefore, we are unable to pinpoint many specific capital improvement projects that would be foregone or delayed without the new revenues. Such decisions would be made during periodic funding cycles in which state, federal, or regional funds are allocated to specific projects. However, we can identify a few projects that we know will need new funding sources, and we have identified the type of work that most likely would be delayed, based on past practice and priorities expressed by local agencies.

In Sacramento County --

Local communities won't be able to catch up on backlogged road maintenance; much of this work will continue to be deferred, driving up the ultimate cost of maintenance.

There may be an impact on capital funds for expansion of light-rail service south beyond Meadowview Road, for the long term. Measure A renewal would help ensure long-range operating funds for this second segment of the South Line.

Regional Transit also may be unable to maintain bus frequencies as traffic congestion grows on major routes.

In Yuba And Sutter Counties --

Road maintenance also will suffer in Yuba and Sutter Counties; as in the other counties, this means more will be deferred and the ultimate cost of maintenance will increase over time.

In Yolo County --

Bus service won't be able to expand as the commuting population grows.

Some widenings of local arterials and a carpool lane.

More road maintenance will have to be deferred, driving up the cost of maintenance.

In Sacramento County, the proposed project is located in the northern part of the county, near the border with Yuba County. The project area is approximately 1,000 acres and is currently used for agricultural purposes. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual.

There may be an impact on the environment, but the impact is not significant. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual.

Figure 1 shows the location of the project area in the Sacramento County. The project area is located in the northern part of the county, near the border with Yuba County. The project area is approximately 1,000 acres and is currently used for agricultural purposes. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual.

Other impacts that may be associated with the project are discussed in the following sections. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual. The project is a proposed development of a new residential community, consisting of approximately 1,000 single-family homes. The project is located on a parcel of land that is currently owned by a private individual.

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There is currently pending in the State Legislature bill that proposes transportation infrastructure improvements in the Sacramento County. The bill is currently pending in the State Legislature. The bill is currently pending in the State Legislature.

Impacts Of Not Developing New Potential Sources

The Metropolitan Transportation Plan is a 24-year plan that shows the key transportation projects that will be implemented over the period of years. As a long-range plan, it does not show specific details of individual transportation projects. Therefore, we are unable to provide any specific capital improvement projects that would be required to be completed without the plan. The plan would be implemented during periods of high economic activity, which would result in increased demand for transportation infrastructure. However, we can identify a few projects that we believe will need to be completed in the near future. These projects include the following:

THE PROGRAMMING PROCESS

Once the planning process is complete, projects consistent with the plan are eligible for state and federal funding through the programming process...

Implementation of a long-range plan is carried out gradually through short-term decisions about on which particular projects should receive state or federal funds, in periodic funding or programming cycles.

IMPLEMENTATION

Implementation of the plan is carried out gradually through short-term decisions about on which particular projects should receive state or federal funds, in periodic funding or programming cycles. The plan also sets priorities for capital fund implementation by virtue of the analysis done for our U.S. 30 Major Investment Study and the analysis done for this plan as well. These analyses have determined that the capital-fund projects needed this round are two segments of U.S. 99, a segment of I-80 between Madison Avenue in Sacramento County and the Placer County line, and extension of the existing corridor along up to 99, part of which is already funded by the state and part by SACOG with federal Surface Transportation Program (STP) funds.

Specific funding decisions often are included in documents called transportation improvement programs, or TIPs. As a regional planning agency, SACOG leads a funding or programming process to select specific projects for state funding, which we submit to the state every other year in a document called the Regional Transportation Improvement Program, or Regional TIP. This document is an application for state funds for the projects included. The California Transportation Commission must either approve or reject the Regional TIP in its entirety.

SACOG also receives federal funding. We are now completing the first of two cycles of allocating federal TEA-21 funds, including Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Enhancement Activity (TEA) funds. The next round of federal funding is scheduled to take place in 2001, before the federal act is renewed once again in 2004.

The federal government requires all regionally significant projects and programs carried out by recipients of federal transportation funding to be included in a document called the federal Transportation Improvement Program (federal TIP). SACOG refers to this document as the transportation TIP or MTIP. California consolidates these TIPs from all over the state into a statewide TIP which is submitted to the U.S. Department of Transportation for approval. A

IMPLEMENTATION

THE PROGRAMMING PROCESS

Once the planning process is complete, projects consistent with the plan are eligible for state and federal funding through the programming process....

Implementation of a long-range plan is carried out gradually through shorter-term decisions made on which particular projects should receive state or federal funds, in periodic funding or programming cycles.

This Metropolitan Transportation Plan helps guide these short-term funding decisions by setting priorities. One way the plan sets priorities is by the years in which individual projects are scheduled to occur; obviously a project scheduled for the year 2000 in a given city is a higher priority than a project scheduled for 2015. The plan also sets priorities for carpool lane implementation by virtue of the analysis done for our U.S. 50 Major Investment Study and the analysis done for this plan as well. These analyses have determined that the carpool-lane segments needed the soonest are two segments of U.S. 50, a segment of I-80 between Madison Avenue in Sacramento County and the Placer County line, and extension of the existing carpool lane on Route 99, part of which is already funded by the state and part by SACOG with federal Surface Transportation Program (STP) funds.

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project must be included in a TIP in order to be eligible for federal funding or federal permits, if needed.

This plan will guide the next project programming process in two ways -- first, by the requirement that projects must be consistent with this plan to be eligible for funding through the TIP process, and second, by virtue of the fact that this plan includes some likely candidate projects for funding in the upcoming state and federal funding cycles. These and other projects are included in the complete list that is published as Appendix D in this document.

The Metropolitan Transportation Plan and the MTIP form a two-step plan and implementation process. To ensure that both are realistic in their approach to achieving mobility and air quality goals, each must be based on reasonable financial plans, and SACOG must demonstrate that transportation-related emissions of air pollution will not exceed emissions budgets contained in the State Implementation Plan for Air Quality.

In adopting this Metropolitan Transportation Plan, the region is not only agreeing on transportation system needs over the next 24 years, but also is setting the stage for the short-term strategy for implementing the plan. Local jurisdictions and agencies, SACOG, Caltrans, and federal agencies carry out the plan by using available resources to implement the projects and programs contained in the Metropolitan TIPs (the short-term funding document). Every two years a new Metropolitan TIP is adopted to continue the execution of the long-range plan, and the long-range plan itself is revised, typically every three years. Through this repetition of the long-term planning process and short-term programming process, the region gradually implements its long-range transportation and air quality plans.

SACOG staff will coordinate the updates of the plan and the MTIP to ensure that we maintain our eligibility for federal funds. Major MTIP updates will be accompanied with an amendment to the plan. These actions are necessary to ensure that SACOG prepares and maintains the necessary air-quality conformity findings for both the plan and program, a basic requirement for maintaining federal eligibility for our transportation programs and projects. SACOG staff intends to continue our practice of completing quarterly amendments to the MTIP for project changes that do not require additional air-quality conformity analyses; these exempt-project MTIP amendments generally will not require formal plan amendments..

When SACOG staff embarks upon an update of the plan or MTIP, we will ask project sponsors (generally local agencies and Caltrans) for information on the current status of project implementation, such as funding sources and expected start dates for various phases of project delivery (such as preliminary engineering, right-of-way acquisition, and construction for MTIP purposes), and expected project completion dates (for both plan and MTIP purposes). Based on the information provided by project sponsors, SACOG staff will ensure that the project is listed appropriately in both the plan and the MTIP and that the necessary analyses are conducted.

SACOG'S REGIONAL PRIORITY PROJECTS

In February, 1999, the SACOG Board of Directors adopted the first annual list of regional priority projects...

Although all projects in the MTP should be given attention for funding and project development, there are reasons to establish priority projects for the region. It helps encourage project sponsors advance projects that are of regional benefit; provides clear direction to staff on specific steps to take and situations to be aware of; promotes awareness of SACOG's role in regional transportation solutions; and encourages area jurisdictions to nominate these projects for funding as soon as possible. In addition, opportunities for discretionary funding arise on irregular schedules and we need to be in a position to aggressively pursue funding for projects of regional benefit when these opportunities arise.

The criteria for regional priority projects include:

1. The project should include and/or affect more than one jurisdiction.
2. The project should be a true regional priority that will benefit the region. Its inclusion will be by consensus of the SACOG Board.
3. The project should be one where the SACOG Board, staff, or member jurisdiction has some influence or control.
4. The effort identified in the project should have some element that can be accomplished within the next year.
5. There should be a potential benefit for making this project a priority.
6. There should be a realistic expectation that funding will be available.
7. There should be support of the member agencies where the project is located and support of the lead agency.

The 1999/2000 list includes (in alphabetical order):

1. Access to Jobs:

Goal: To develop a strategy in the region for assisting disadvantaged individuals to obtain transportation to employment and to help obtain funding to provide expanded transportation

services.

2. Airport Transit Access

Goal: Continue transit access to Sacramento International Airport and identify and assess the status of the preservation of the right-of-way to extend light rail to the airport.

3. Capitol Corridor Intercity Rail Service

Goal: Realize the short term goal of ten round trips a day on the Capitol Corridor and complete the improvements to the Sacramento Rail Depot.

4. Clean Fuel Vehicle Program

Goal: Implementation of clean-fuel vehicles and alternative fueling stations in the region.

5. I-5 Corridor

Goal: An agreement on priorities for major multi-modal improvements and transportation services to improve mobility and access in the I-5 Corridor in Yolo and Sacramento Counties over the next 20 years.

6. I-80 Corridor

Goals: Develop an I-80 investment strategy and facilitate programming of funds for projects identified.

7. ITS Smart Corridor Funding

Goal: Full funding for a multi-modal, multi-jurisdictional "Smart Corridor" project in the Sacramento urbanized area.

8. Light Rail Extension to Downtown Folsom

Goal: Deliver light rail extension to Iron Point Road by 2001 and fund the final extension to Downtown Folsom.

9. Light Rail Transit South Line

Goal: Completion of the first phase of the extension of light rail transit South to Meadowview Road and ensure that the second phase to Calvine Road/Auberry is efficiently developed and implemented.

10. Metropolitan Transportation Plan for 2025

Goal: A Metropolitan Transportation Plan completed by June 2002, developed through a dynamic partnership with community interests and the private sector. A strong emphasis on travel demand reduction strategies in addition to capital improvement and maintenance

strategies.

11. Northeast Area Transportation Study

Goal: Develop regionally effective transportation improvements in the Northeast Area Transportation Study (NEATS) and implement the priorities identified by the City of Sacramento in a timely manner.

12. Pavement Management System

Goal: Pavement management systems in all jurisdictions in the SACOG area.

13. Placer Parkway Planning Study

Goal: Regional consensus on the long-range transportation needs for the South Placer to South Sutter County corridor.

14. Regional Bicycle and Pedestrian Improvements

Goal: Construction and implementation of selected bicycle projects throughout the SACOG region. Development of a pedestrian-focused program to assure adequate facilities are incorporated in plans and programs.

15. Route 65 Corridor

Goal: Improvements to Route 65 Corridor.

16. Route 70/99 Corridor Current Improvements and Future Development

Goal: Ensure timely delivery of the programmed projects on Route 99 and Route 70 South of Marysville/Yuba City and facilitate a cooperative and inclusive process to maintain a regional consensus for the future developments in the 70/99 Corridor.

17. Southeast Area Transportation Study

Goal: Develop regionally effective transportation improvements in the Southeast Area Transportation Study (SEATS) area and implement the priorities identified by the City of Sacramento in a timely manner.

18. Suburban Travel Needs

Goal: Coordinate corridor improvements, expend programmed ISTEA funds in a timely manner, and investigate other alternatives that can improve corridor mobility.

19. U.S. 50 HOV Lanes

Goal: Construct High Occupancy Vehicle lanes on U.S. 50 between downtown and El Dorado Hills Boulevard.

APPENDIX A: TEA-21 PLANNING FACTORS

The Federal Transportation Equity Act for the 21st Century (or TEA-21) legislation requires that metropolitan planning organizations consider seven specific issues or "factors" when developing transportation plans and programs. The following checklist lists each of the seven factors and describes how the factor is treated in this plan.

Factor #1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Access to ports, airports, intermodal transportation facilities, growing areas, nonmetropolitan, and military installations is provided by interstate highways, state highways or major roads, all of which are in the defined Metropolitan Transportation System (or the Background scenario in the Metropolitan Transportation System and Issues and Choices where access and connections are discussed). Numerous projects in this plan are included to reduce congestion

APPENDICES

in the metropolitan area. The plan also includes a list of the transportation systems for nonmetropolitan and nonwater-based areas.

Security projects are included in the project list for this plan, but many more are shared with other categories such as in intersection improvements. For transit, safety improvements are included in the capital improvement list for the Sacramento Regional Transit District, which is available as a separate project list from SACOG. Also, security issues are included by the identified short-range transit plan prepared by SACOG and the public transit systems.

Factor #3. Increase the accessibility and mobility options available to people and for freight.

Accessibility and mobility (defined as relief from traffic congestion) are dealt with throughout the plan in all sections beginning with the Background, and continuing with the Policy Element, Action Element, Analysis, Financial Element, and Implementation. Specific references are too numerous to mention. In addition, SACOG has convened a Freight Advisory Council to develop more specific freight-oriented proposals. Such proposals would have a bearing on future updates of this plan.

Factor #4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

This factor is consistent with the Environmental Goal included in the Policy Element. Social, economic, energy, environmental, and quality of life effects of transportation decisions are analyzed in the Environmental Impact Report on this plan, published separately by SACOG. Also, SACOG has and will continue to allocate funds for Transportation Enhancement Activities proposed by various jurisdictions and planning agencies. These projects support

APPENDIX A:

TEA-21 PLANNING FACTORS

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Factor #1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Access to ports, airports, intermodal transportation facilities, recreation areas, monuments, and military installations is provided by interstate highways, state highways or major arterials, all of which are in the defined Metropolitan Transportation System (see the Background sections on the Metropolitan Transportation System and Issues and Choices where access and congestion are discussed). Numerous projects in this plan are included to reduce congestion and increase accessibility to these locations.

Factor #2. Increase the safety and security of the transportation system for motorized and nonmotorized users.

Safety projects are included in the project list for this plan, but many more are merged into other categories such as in intersection improvements. For transit, safety improvements are included in the capital acquisitions list for the Sacramento Regional Transit District, which is available as a separate project list from SACOG. Also, security issues are handled by the individual short-range transit plans prepared by SACOG and the public-transit operators.

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the quality of life through funding bicycle, pedestrian, historic preservation, landscaping, museums, and like projects to make communities more livable.

Factor #5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Better integration of modes is addressed in this plan through a variety of projects. Rail stations and bus stops that are easily accessible and have bike racks or lockers, intermodal centers such as the West Sacramento Transit Center and the SP Depot in downtown Sacramento, a bicycle station in downtown Sacramento, park-and-ride lots, projects like freeway bike bridges that make bicycling safer and more convenient, disabled access improvements to sidewalks, trails, and bus stops, security systems for rail parking lots, are some of these projects. In addition, transit systems are continually working on better transfer connections between systems.

Factor #6. Promote efficient system management and operation.

The plan encourages efficient management and operation in the Policy Element and includes numerous projects in the areas of transportation demand management (TDM) and transportation system management (TSM). These include systems on area freeways such as ramp metering, closed-circuit TV, highway advisory radio, and loop detectors; fiber optic communications systems, metering and surveillance systems, and changeable message signs. On city streets, there are projects to coordinate signals, build a Traffic Operations Center, and develop an Advanced Traffic Management System that provides video monitoring, centralized control capacity, real time traffic response, and incident management. Finally, there is a project to continue the operations the Freeway Service Patrol in Sacramento County.

Factor #7. Emphasize the preservation of the existing transportation system.

For preservation costs and revenues, see the Financial Element. We refer to preservation in the tables dealing with costs of the plan, in the charts showing planned investment by mode, and in the discussion of our new funding proposals in that same chapter. Working with partner agencies we have accounted for estimated costs of maintaining the roadway and public transit system. Our proposals for new funding would enable local jurisdictions to catch up on roughly \$900 million of backlogged road maintenance work. Maintenance is a concern often expressed to us both by the staff of local agencies and by elected officials serving on the boards of congestion management agencies.

APPENDIX B:

COMMUNITY INPUT PLAN

For the development of the 1996 Metropolitan Transportation Plan, which forms the core of this plan, a new public input strategy was used. This pro-active process was designed to get information out to as many households and organizations as possible and offer ways for people to contribute ideas or ask questions on their own time, at their own convenience. This involved a special newsletter, called *Mobility*, that sent out to SACOG's entire mailing list, occasional *Special Bulletins* on specific issues, and a booklet (also taped for visually-impaired persons) on regional planning issues. Mail-back comment cards were included in all of the publications. An electronic bulletin board and Internet e-mail was another way people could communicate with SACOG about the plan. At the time, these electronic methods of communication were just beginning to be common. SACOG staff made several invited presentations to groups at their meetings. Interested persons should refer to the 1996 Metropolitan Transportation Plan, Appendix B, for more information on public input.

For the 1999 plan update, a Community Input Plan was developed, using techniques that have been developed by SACOG staff and consultants for all of our planning processes. The input plan, which was placed on SACOG's Internet web page, reflects the minor nature of this plan update. Although it includes a number of components, it does not involve extensive public meetings and communications. However, the plan to be adopted in 2002 (the "Metropolitan Transportation Plan for 2025") will place a high emphasis on extensive public outreach.

A special effort has been made in 1999 to reach groups in the Sacramento region who are normally underrepresented in our planning process. We have added many names to our mailing list from community groups that represent minority, low income, disabled, and elderly people who live in the region. We will send a notification to these groups of the schedule for adoption of the update, chances for public input, and will include the summary of the plan.

The text of the public input plan is as follows:

PUBLIC COMMENT ON THE 1999 METROPOLITAN TRANSPORTATION PLAN

1. Overview of 1999 MTP

The 1999 Metropolitan Transportation Plan (MTP) update is a modest one, intended mainly to make some minor revisions to the costs and schedules of transportation projects already in the plan from 1996. There will also be some additional transportation projects and services added to the plan, but the overall direction and scope of the plan will not be changed. A plan-level Environmental Impact Report is also being prepared for this MTP update.

A subsequent planning process the Metropolitan Transportation Plan for 2025 will be a much broader effort to look at long-term strategies transportation strategies for the region. This

subsequent planning process, to begin in mid-1999, will include a wider, more collaborative public involvement effort, which will be reflected in a Community Input Plan now being prepared for that process.

This Community Input Plan reflects opportunities for the public to comment on the 1999 update to the MTP.

1999 MTP SCHEDULE

May 13, 1999	Draft MTP and Environmental Impact Report (EIR) released to the public and other agencies for review.
June 1, 1999	Draft air quality conformity finding released.
June 12, 1999	End of MTP comment period.
June 17, 1999	1st public hearing at the SACOG Board of Directors meeting.
June 28, 1999	End of EIR comment period.
July 15, 1999	2nd public hearing at SACOG Board of Directors meeting.

2. Coordination with Other Parties

SACOG's public involvement efforts will be coordinated with those of jurisdictions and other agencies through the Regional Planning Partnership when appropriate. SACOG also has staff acting as liaisons to the member jurisdictions. This coordination will ensure that all information is consistent and accurate.

3. Target Audience for Public Comment

SACOG encourages comment from all individuals and groups who reside in, have interest in, or do business in any area which may be affected by transportation decisions resulting from the MTP. Such individuals and organizations may include:

Private and public providers of transportation services, such as the trucking and rail freight industries, rail passenger industry, transit operators, taxi cab operators, ports, and airports.

School bus and social service agencies providing transportation for elderly persons, persons with disabilities, and other persons traditionally under served by transportation agencies.

People who use non-motorized modes of transportation, such as cyclists and pedestrians.

Those traditionally under-served by existing transportation systems such as low income, the disabled, and minority community groups, and ethnic groups. They should be explicitly encouraged to participate in the public involvement process. These communities and individuals are all included on the mailing lists for relevant SACOG publications.

4. Strategies for Outreach

Public Hearings

Public hearings on the MTP will be incorporated into the regular meetings of the SACOG Board

of Directors on June 17 and July 15, 1999. Due to the modest update of the 1999 plan, these are the only public meetings to be held; however, the public is always welcome to make comments by writing letters, calling staff, or by sending an e-mail.

Information on SACOG's Website

Accessing the SACOG website will give the public an opportunity to review current developments on the MTP. SACOG's home page address will be featured in all newsletters and other materials about the plan.

SACOG's website already features the Notice of Preparation (NOP), and the website will be updated at critical points in the MTP process. The draft plan and EIR will be placed on the website with the option of e-mailing any comments directly to the appropriate staff. All planning partners will be mailed drafts of the plan for review. This includes interested community organizations as well as staff of other transportation planning agencies.

SACOG's Regional Report Newsletter

SACOG produces the *Regional Report* for wide distribution (about 5,000 individuals) to all local government elected officials, planning commissioners, applicable member agency staff, media contacts, chambers of commerce, and interested persons and organizations.

The *Regional Report* is published monthly, providing information on SACOG work activities and items of regional interest; articles on the MTP will appear in this newsletter.

The newsletter is also available on the SACOG website. The April, May, June, and July 1999 issues of the newsletter are anticipated to feature articles on the 1999 MTP.

Media Outreach

Media outreach will include press releases to newspapers, radio stations, and television stations throughout the region. The upcoming MTP revision for 2025 will feature a more extensive media outreach program. Press releases will provide information on the plans progress and publicize public meetings.

Paid advertisements announcing public meetings may be utilized in regional newspapers.

Speakers Bureau

SACOG has established a speakers bureau for any club, organization, or group that is interested in learning about the MTP.

LEGAL REQUIREMENTS

I. Distribution of Final Documents

Final documents will be distributed to affected agencies and those individuals that provided significant comments during the public input process. The Brown Act requires that written materials provided to the SACOG Board be made available to the public upon request. Final documents of this plan will be available from the SACOG library, and will be accessible through the Internet as well.

II. Response to Public Input

The public will receive assurance that its input is valued and considered in decision making so that it feels that the time and energy expended in getting involved is valuable. SACOG maintain records of public involvement activities, input, comments, and concerns as well as requests for information and responses to input received during the public input process. SACOG currently implements the following techniques for providing feedback: regularly published newsletters, Internet home page, and reports and publications describing how projects are progressing. Comments submitted in a letter or e-mail message will receive personalized responses.

III. Review of the Public Involvement Process

Public involvement processes are periodically reviewed by SACOG in terms of their effectiveness in assuring that the process provides full and open access to all. These procedures will be reviewed by the Federal Highway Administration and Federal Transit Administration during certification reviews to assure that full and open access is provided to SACOGs decision making processes. Including an evaluation component in a community input process is important to allow SACOG staff to make necessary adjustments as the process progresses and to improve subsequent efforts. A good indicator of an effective public involvement process is a well informed public which feels it has opportunities to contribute input into transportation decision making. More specific indicators that the public involvement process is effective include: public meetings that are well attended, frequent news coverage on transportation issues, public forums where a broad representation of diverse interests is in attendance, and plans which reflect an understanding and consideration of public input.

IV. The Brown Act

The Ralph M. Brown Act (Government Code Section 5450-54962) governs the meeting and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision making or advisory, which is created by such a governing board. The Brown Act sets minimum standards for open meetings relative to public access, and reasonable regulations ensuring the public's right to address the agency, including regulations to limit the amount of time allocated for public testimony. Specific requirements for the Brown Act are also stated in the description of activities A.4 and A.5.

The Brown Act requires the SACOG Board to conduct their business in meetings open to the public, but the law also allows boards to meet in private to discuss such issues as personnel, litigation, and labor negotiations.

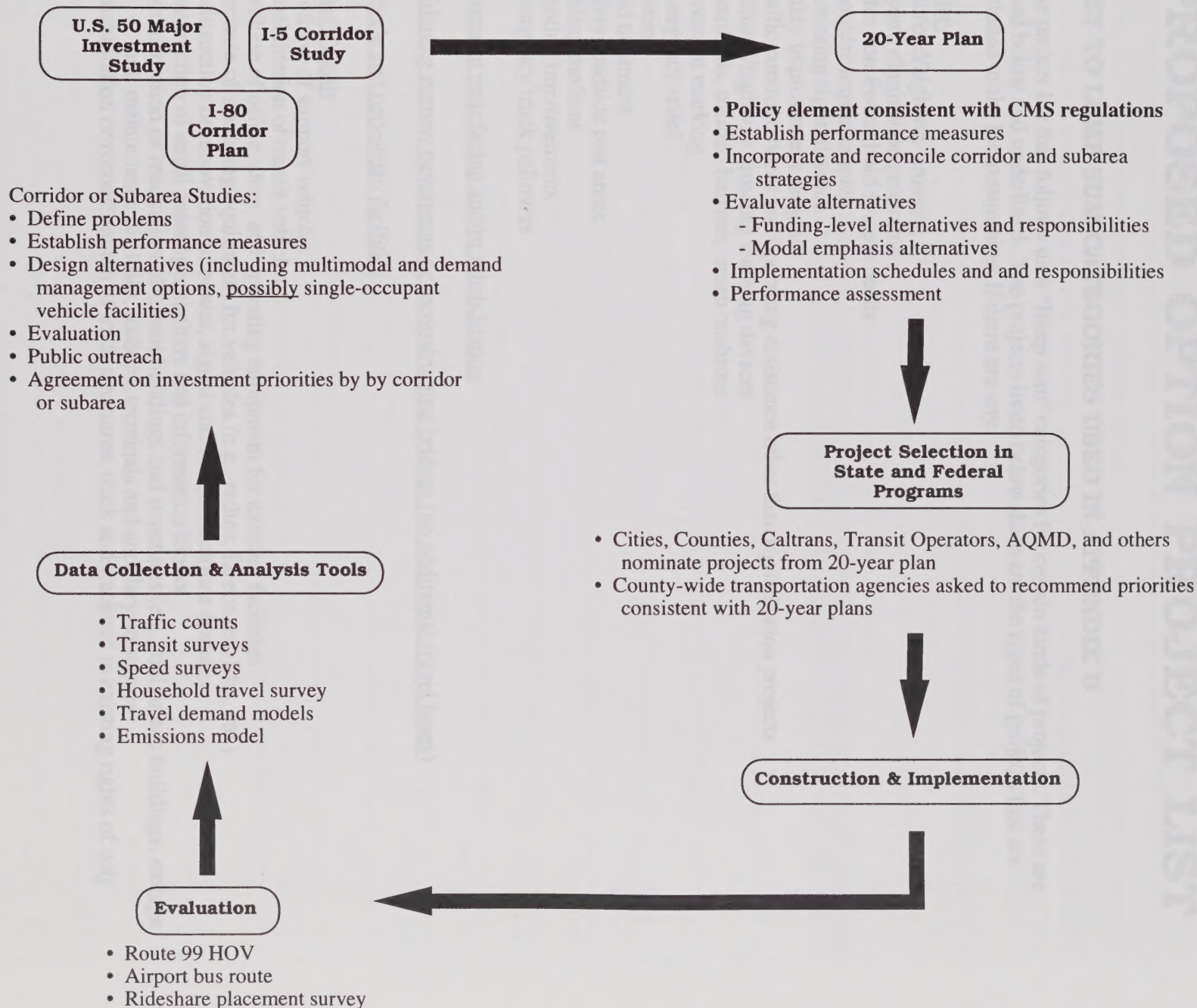
V. Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. SACOG fully complies with ADA through its ADA plan and policies. Meetings are held in wheelchair-accessible locations. SACOGs elevators have floor numbers posted in braille, communications devices for hearing impaired persons, and sign language interpreters are available for meetings upon request. A telecommunications device for the deaf (TDD) is available to communicate with people who are deaf or have communications impairment over the telephone. The TDD number is 916-737-1718. SACOGs building was constructed in 1991 to comply with ADA accessibility standards.

An ADA Compliance Committee meets on call to review unresolved ADA-related complaints, requests, or suggestions from disabled persons regarding access to and participation in public facilities, services, activities, and functions of SACOG. The five member committee is composed of an elected official, and representatives from the following sectors: disabled, business, nonprofit, education, and health/medical. We also maintain an extensive mailing list for groups and individuals from the disabled community who may not have been involved in the planning process in the past due to a lack of physical accessibility or a lack of information about the process.

APPENDIX C:

ELEMENTS OF THE CONGESTION MANAGEMENT SYSTEM IN SACOG'S PLANNING AND PROGRAMMING PROCESSES



APPENDIX D: PROPOSED OPTION PROJECT LIST

KEY TO LUMP SUM CATEGORIES USED IN APPENDIX D

The project list that follows uses "lump sum" categories for certain kinds of projects. These are listed below and underlined. The projects listed below them are the types of projects that are included in the lump summing, if there are any.

Safety

Railroad/highway crossing
Hazard elimination programs
Safer non-Federal-aid system needs
Shoulder improvements
Increasing sight distance
Safety improvement program
Traffic control devices and operating assistance other than signalization projects
Railroad/highway crossing warning devices
Guardrails, median barriers, crash cushions
Pavement marking
Emergency relief
Fencing
Skid treatment
Safety roadside rest areas
Adding medians
Lighting improvements
Emergency truck pullovers

Pavement resurfacing and/or rehabilitation

Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Bicycle and pedestrian facilities

Mass Transit

Purchase of support vehicles
Rehabilitation of transit vehicles
Purchase of office, shop, and operating equipment for existing facilities
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Construction or renovation of power, signal and communications systems
Construction of small passenger shelters and information kiosks
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights of way

Operating assistance - This category pertains to mass transit operating assistance.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action

Plantings, landscaping, etc.

Intersection channelization projects

Intersection signalization projects at individual intersections

Changes in vertical and horizontal alignment

1999 MTP Proposed Option Project List

Lead Agency Caltrans District 3		El Dorado County
\$31,000,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
CAL17690 \$20,000,000	U.S. 50 Add HOV lanes from El Dorado Hills Blvd. to Shingle Springs Rd.	Completion Year 2006
CAL16730 \$3,022,000	U.S. 50 Add truck climbing lane from Silva Valley Rd. to Bass Lake Rd.	Completion Year 2001
CAL16161 \$16,356,000	U.S. 50 In Placerville, from 0.7 miles west of Canal St. to 0.5 miles east of Bedford Ave; capacity improvements at Canal St., SR 49 and Bedford Ave. intersections with U.S. 50; connect Placerville Dr. to Main St. on south side of highway	Completion Year 2003
ELD15610 \$18,000,000	U.S. 50 New interchange at Silva Valley Rd.	Completion Year 2008
CAL16781 \$294,999	U.S. 50 Study adding westbound carpool lane from El Dorado Hills Blvd. to Scott Rd./East Bidwell.	Completion Year 2001
Lead Agency El Dorado County Dept of Transportation		El Dorado County
\$1,651,688	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$1,054,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$12,200,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
ELD15540 \$625,000	Cambridge Rd. Widen from 2 to 4 lanes from U.S. 50 to Country Club Rd.	Completion Year 2000
ELD15050 \$1,640,000	Cameron Park Dr. Widen 2 to 4 lanes, Palmer Dr. to Oxford Rd.	Completion Year 2001
ELD15040 \$4,800,000	Cameron Park Dr. Widen from 2 to 4 lanes, Oxford Rd. to Green Valley Rd. (4 segments)	Completion Year 2002
ELD15080 \$1,500,000	Durock Rd. Widen 2 to 4 lanes, Shingle Lime Rd. to Rodeo Rd.	Completion Year 2002
ELD15130 \$1,400,000	El Dorado Hills Blvd. Widen from 2 to 4 lanes from Green Valley Rd to Harvard Wy.	Completion Year 2002
ELD15110 \$8,800,000	El Dorado Hills Blvd. Widen from 4 to 6 lanes at U.S. 50, widen underpass	Completion Year 2002
ELD15150 \$14,000,000	Green Valley Rd. Widen from 2 to 3 lanes, from Sacramento County Line to Francisco Dr.	Completion Year 2000
ELD15160 \$900,000	Green Valley Rd. Widen from 2 to 4 lanes from Francisco Dr. to Salmon Falls Rd.	Completion Year 2002
ELD15170 \$400,000	Green Valley Rd. Widen from 2 to 4 lanes from Salmon Falls Rd. to Silva Valley Rd.	Completion Year 2002
ELD15660 \$220,000	Latrobe Rd. Signal installation at US 50 eastbound ramps	Completion Year 1999
ELD15230 \$900,000	Latrobe Rd. Widen from 2 to 4 lanes from Golden Foothills Pkwy. N. to Golden Foothills S.	Completion Year 2002
ELD15220 \$400,000	Latrobe Rd. Widen from 2 to 4 lanes from White Rock Rd. to Golden Foothill Pkwy.	Completion Year 2002
ELD15690 \$14,200,000	Missouri Flat Rd. Reconstruct interchange at U.S. 50 (Phase 1). Includes auxiliary lane construction over Weber Creek bridge.	Completion Year 2002

1999 MTP Proposed Option Project List

Lead Agency El Dorado County Dept of Transportation		El Dorado County
ELD15690	Missouri Flat Rd. Reconstruct interchange at U.S. 50 (Phase 1). Includes auxiliary lane construction over Weber Creek bridge.	Completion Year 2002
ELD15250	Missouri Flat Rd. Widen from 2 to 4 lanes from Headington Rd. to U.S. 50	Completion Year 2002
ELD15240	Missouri Flat Rd. Widen from 2 to 4 lanes from U.S. 50 to China Garden Rd.	Completion Year 1999
ELD15260	Mother Lode Dr. Widen from 2 to 4 lanes from French Creek Rd. to Pleasant Valley Rd.	Completion Year 2002
ELD15270	Mother Lode Dr. Widen from 2 to 4 lanes from South Shingle Rd. to French Creek Rd.	Completion Year 2002
ELD15550	North Shingle Rd. Widen from 2 to 4 lanes from U.S. 50 to Ponderosa Rd.	Completion Year 2002
ELD15580	Serrano Rd. Construct new two-lane road from Country Club Dr. to Bass Lake Road.	Completion Year 2002
ELD15360	Silva Valley Pkwy. Construct new two-lane road from Serrano to U.S. 50.	Completion Year 2002
ELD10080	Silva Valley Pkwy. Widen from 2 to 4 lanes from Harvard Wy. to Green Valley Rd.	Completion Year 2002
ELD15560	South Shingle Rd. Widen from 2 to 4 lanes from U.S. 50 to Durock Rd.	Completion Year 2002
ELD15630	U.S. 50 At El Dorado Hills Blvd. interchange. Revise interchange and build eb off-ramp and widen wb off-ramp. Construct new 2-lane extension of Saratoga Rd. from Arrowhead Dr. to Park Dr.; Built in 2 phases.	Completion Year 2005
ELD15370	White Rock Rd. Widen from 2 to 4 lanes Latrobe Rd. to U.S. 50.	Completion Year 2002
ELD10090	White Rock Rd. Widen from 2 to 4 lanes from the Sacramento County line to Latrobe Rd.	Completion Year 2001
ELD15570	Wild Chaparral @ Palmer Construct new two-lane road between Wild Chaparral Dr. and Palmer Dr.	Completion Year 2002
Lead Agency El Dorado County Transportation Commission		El Dorado County
ELD15650	El Dorado Transit - Purchase two commuter buses	Completion Year 1999
\$475,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

1999 MTP Proposed Option Project List

Lead Agency Caltrans District 3		Placer County
\$1,008,000	Lump Sum Categories Noise Attenuation	
\$52,869,706	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$10,000,000	Lump Sum Categories Safety	
\$26,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL16750 \$26,000,000	I-80 Raise overcrossings at 7 interchanges.	Completion Year 2010
CAL16390 \$4,210,195	I-80 Ramp metering at all interchanges from Foresthill Road to Sacramento County Line.	Completion Year 2005
CAL16470 \$15,506,000	Route 49 Complete safety and operational improvements, including dual left-turn lanes, acceleration lanes, and right-turn lanes from I-80 to Dry Creek Road	Completion Year 2004
CAL15240 \$40,000,000	Route 49 Construct new four-lane bypass from I-80 @ Bowman to Route 49 @ Dry Creek.	Completion Year 2015
CAL17230 \$21,062,000	Route 49 In Placer/Nevada Counties from 0.2 mile south of Placer County line to Wolf/Combie Road in Nevada County - Widen from 2 to 4 lanes	Completion Year 2004
CAL16540 \$1,400,000	Route 49 Widen and signals, from 0.2 miles south of Luther Rd. to new airport/Kemper Rd., near Auburn.	Completion Year 2001
PLA19610 \$9,200,000	Route 65 Construct interchange at Whitney Blvd.	Completion Year 2015
PLA19060 \$30,200,000	Route 65 Lincoln Bypass - 2 lane bypass with partial interchange at Industrial.	Completion Year 2005
PLA19510 \$9,200,000	Route 65 Sunset Blvd. interchange.	Completion Year 2005
CAL15250 \$17,611,000	Route 65 Widen from 0.1 mile north of Blue Oaks Blvd to Industrial Blvd and construct an interchange at Twelve Bridges Drive (formerly Eight-Mile Drive)	Completion Year 2000
PLA18980 \$1,000,000	Route 65 Widen from 2 to 4 lanes from Gladding to Westlake Blvd..	Completion Year 2007
PLA18960 \$3,100,000	Route 65 Widen from 4 to 6 lanes from Westlake Blvd. to Industrial Blvd.	Completion Year 2015
Lead Agency City of Auburn		Placer County
\$740,000	Lump Sum Categories Mass Transit	
Lead Agency City of Colfax		Placer County
\$1,679,133	Lump Sum Categories Mass Transit	
Lead Agency City of Lincoln Dept of Public Works		Placer County
\$750,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
PLA18610 \$204,758	12 Bridges Drive Construct new 4 lane road from Route 65 to Industrial Blvd	Completion Year 1999

1999 MTP Proposed Option Project List

Lead Agency **City of Lincoln Dept of Public Works****Placer County**

PLA18600	12th St.	Completion Year
\$292,500	Widen from 2 to 4 lanes from East Ave. to Harrison Ave.	2015
PLA18630	Aviation Blvd	Completion Year
\$1,266,640	Construct new 2-4 lane road from Nicholas Rd to Wise Rd	2002
PLA18650	Aviation Blvd.	Completion Year
\$300,000	Widen from 2 to 4 lanes from Venture to Airpark Drive.	2010
PLA18660	East Ave.	Completion Year
\$746,000	Widen from 2 to 4 lanes from Route 193 to 12th St.	2015
PLA19010	East Parkway Connector	Completion Year
\$463,000	Construct new 2 lane road from Route 65 to Industrial	1999
PLA18680	Eastlake Blvd.	Completion Year
\$356,000	Construct new 4 lane road from .8 miles east of Route 65 to Route 193.	2005
PLA18670	Eastlake Blvd.	Completion Year
\$624,800	Construct new 4 lane road from Route 65 to Hemphill Blvd.	2002
PLA18690	Ferrari Ranch Rd.	Completion Year
\$675,920	Construct new four lane road from Hemphill Blvd. to .8 miles east of Route 65.	2001
PLA18710	Industrial Blvd.	Completion Year
\$926,250	Widen from 2 to 4 lanes from Route 65 to West 8 Mile Dr.	2015
PLA18720	Industrial Blvd.	Completion Year
\$741,000	Widen from 2 to 4 lanes from West 8 Mile Dr. to Athens Blvd.	2015
PLA18740	Lakeside Dr.	Completion Year
\$415,000	Construct new 2 lane road from Nicolaus Road to Airpark Drive.	2004
PLA18730	Lakeside Dr.	Completion Year
\$307,000	Widen from 2 to 4 lanes from Nicolaus Rd. to Airpark Dr.	2010
PLA18800	Lincoln Pkwy.	Completion Year
\$463,000	Construct 2 lane road from North Twelve Bridges Dr. to south city limits	2003
PLA18860	Lincoln Pkwy.	Completion Year
\$3,801,000	Construct 2 lane road from Route 65 to East Pkwy connector	2001
PLA18780	Lincoln Pkwy.	Completion Year
\$840,640	Construct new 2 lane Rd from Del Webb Blvd to Twelve Bridges Dr	1999
PLA18890	Lincoln Pkwy.	Completion Year
\$337,000	Construct new 4 lane road from Moore Rd to Westlake Blvd	2001
PLA18750	Lincoln Pkwy.	Completion Year
\$269,630	Construct new 4 lane road from Westlake Blvd to Union Pacific Railroad overcrossing.	2001
PLA18770	Lincoln Pkwy.	Completion Year
\$174,400	Construct new 4-lane road from East Pkwy connector to Del Webb Blvd	1999
PLA18790	Lincoln Pkwy.	Completion Year
\$260,000	Widen from 2 to 4 lanes from Eastridge Pkwy. to 8 Mile Dr.	2010
PLA18880	Lincoln Pkwy.	Completion Year
\$864,500	Widen from 2 to 4 lanes from First St. to Moore Rd.	2010
PLA18810	Lincoln Pkwy.	Completion Year
\$326,000	Widen from 2 to 4 lanes from North 8 Mile Dr. to South Mile Dr.	2010
PLA18870	Lincoln Pkwy.	Completion Year
\$85,000	Widen from 4 to 6 lanes from SP overcrossing to realigned to Route 65.	2015
PLA18760	Lincoln Pkwy.	Completion Year
\$60,000	Widen from 4 to 6 lanes from realigned SR 65 to Eastridge Pkwy.	2015

1999 MTP Proposed Option Project List

City of Lincoln Dept of Public Works		Placer County
PLA15970	Nicholaus Rd. Widen from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	Completion Year 2010
PLA18910	Nicholaus Rd. Widen from 2 to 4 lanes from Joiner Pkwy. to O St.	Completion Year 2002
PLA18920	Nicholaus Rd. Widen from 2 to 4 lanes from Lakeside to Joiner Pkwy.	Completion Year 2000
PLA18930	Road F Widen from 2 to 4 lanes from Lincoln Pkwy. to 8 Mile Dr.	Completion Year 2015
PLA18950	Route 193 Widen from 2 to 4 lanes from Ferrari Ranch Rd. to Sierra College Blvd	Completion Year 2008
PLA18970	Route 65 Widen from 2 to 4 lanes from Westlake Blvd to Industrial Blvd	Completion Year 2002
PLA19000	Twelve Bridges Widen from 2 to 4 lanes from Sierra College Blvd. to 8 Mile Drive.	Completion Year 2010
PLA19020	West 8 Mile Dr. Widen from 2 to 4 lanes from Route 65 to Industrial.	Completion Year 2015
PLA18620	Westlake Blvd Construct new 2 lane road from Route 65 Bypass to Lincoln Pkwy	Completion Year 2005
PLA19040	Westlake Blvd. Construct new 4 lane road from Lincoln Pkwy to Route 65	Completion Year 2001
PLA19030	Westlake Blvd. Construct new 4 lane road from Route 65 Bypass to Lincoln Parkway.	Completion Year 2010
PLA19050	Westlake Blvd. Construct new 4 lane road from South Lincoln Crossing to Route 65 Bypass.	Completion Year 2015
City of Rocklin Dept of Public Works		Placer County
\$1,535,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$880,000	Lump Sum Categories Mass Transit	
PLA19220	Alta Sierra Dr. Construct new 2 lane segment from Roseville City Limits to Sierra College Blvd.	Completion Year 2001
PLA19230	Argonaut Ave. Construct new 2 lane segment from Yankee Hill Rd. to Del Mar Ave.	Completion Year 2001
PLA19240	Blue Oaks Blvd. Construct new 4 lane segment from Route 65 to Sunset Blvd.	Completion Year 2000
PLA19250	Clover Valley Rd. Construct new 2 lane segment from existing roadway to Park Dr.	Completion Year 1998
PLA19500	I-80 Reconstruct and landscape at Rocklin Rd. IC (100% locally funded).	Completion Year 2010
PLA19490	I-80 Widen existing Sierra College Blvd IC from 2 to 4 lanes, including the on- and off-ramps and loops.	Completion Year 2010
PLA19270	Lone Tree Blvd. Construct new 4 lane segment from West Oaks Blvd. to Blue Oaks Blvd.	Completion Year 2001
PLA19290	North Whitney Blvd. Construct new 4 lane segment from Route 65 to Park Dr.	Completion Year 2001

1999 MTP Proposed Option Project List

Lead Agency City of Rocklin Dept of Public Works		Placer County
PLA17820 \$2,000,000	Pacific St. Construct downtown improvements.	Completion Year 2015
PLA15500 \$584,500	Pacific St. Widen from 4 to 6 lanes from Roseville City Limit to Sunset Blvd.	Completion Year 2005
PLA15530 \$2,200,000	Pacific St. Widen to 4 lanes from Midas to Loomis Town Limits.	Completion Year 2005
PLA19320 \$3,250,935	Park Dr. Construct new 4 lane segment from Roseville City Limits to Sunset Blvd (6 lanes of ROW).	Completion Year 2002
PLA19310 \$987,000	Park Dr. Widen Park Dr. from 4 to 6 lanes from Sunset Blvd. to Farrier.	Completion Year 2010
PLA15580 \$3,500,000	Rocklin Rd. Widen Rocklin Rd./I-80 UC from 4 to 6 lanes, adding turn lanes.	Completion Year 1999
PLA19480 \$11,400,000	Route 65 Grade separation at Blue Oaks Blvd. interchange.	Completion Year 1999
PLA17910 \$1,000,000	Sunset Blvd. Widen bridge at SPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	Completion Year 2010
PLA19380 \$550,000	Sunset Blvd. Widen from 4 to 6 lanes from Park Dr. to Stanford Ranch Rd.	Completion Year 2005
PLA19360 \$1,600,000	Sunset Blvd. Widen from 4 to 6 lanes from Stanford Ranch Rd. to South Whitney Blvd.	Completion Year 2010
PLA19370 \$550,000	Sunset Blvd. Widen from 4 to 6 lanes from West Oak Blvd. to Park Dr.	Completion Year 2015
PLA15620 \$1,500,000	Sunset Blvd. Widen from 4 to 6 lanes, from Topaz to S. Whitney Blvd.	Completion Year 2010
PLA17900 \$1,000,000	Sunset Blvd. @ SPRR overcrossing Widen from 4 to 6 lanes over the SPRR tracks.	Completion Year 2010
PLA19410 \$1,248,000	West Oaks Blvd. Construct new 4 lane segment from Sunset Blvd. to Lonetree Blvd.	Completion Year 2001
PLA19420 \$5,687,000	Yankee Hill Rd. Construct new 2 lane segment from Argonaut Ave. to Pacific St.	Completion Year 2002
Lead Agency City of Roseville Dept of Public Works		Placer County
\$1,451,457	Lump Sum Categories Bicycle and Pedestrian Facilities	
PLA19810 \$3,600,000	Atkinson Street Widen to four lanes from Foothills Blvd to city limits	Completion Year 2001
PLA15650 \$4,970,000	Atlantic St. Widen from 2 to 4 lanes, Vernon to Harding.	Completion Year 1999
PLA15660 \$3,307,000	Baseline Rd. Widen from 2 to 4 lanes, from City Limits to west of Foothills Blvd.	Completion Year 2005
PLA19640 \$1,550,000	Blue Oaks Blvd. Widen from 2 to 4 lanes from Foothills Blvd. to Woodcreek Oaks Blvd.	Completion Year 2000
PLA17950 \$35,000	Cirby Way Widen from 4 to 5 lanes, from Riverside Ave. to Regency Way.	Completion Year 2003
PLA15700 \$438,000	Cirby Way Widen from 4 to 6 lanes from Regency St to Sunrise Ave	Completion Year 2003

1999 MTP Proposed Option Project List

Lead Agency		City of Roseville Dept of Public Works	Placer County
PLA15690	Cirby Way		Completion Year
\$745,100	Widen from 4 to 6 lanes from Regency St. to Oak Ridge Dr.		2002
PLA15680	Cirby Way		Completion Year
\$3,854,002	Widen from 4 to 6 lanes, from Foothill Blvd. to Riverside Blvd.		2002
PLA19570	Downtown Roseville		Completion Year
\$285,000	Transportation enhancement activities for Downtown Roseville; Gateway Project.		2002
PLA15720	Eureka Blvd.		Completion Year
\$339,000	Widen from 2 to 4 lanes, from Sierra College to City Limits.		2010
PLA19590	Fairway Dr.		Completion Year
\$3,000,000	Construct new 4 lane road from Stanford Ranch Rd. to Blue Oaks Blvd.		1999
PLA15730	Foothills Blvd.		Completion Year
\$100,000	Widen from 4 to 6 lanes, from Cirby to Pleasant Grove Blvd.		2010
PLA15740	Harding Blvd		Completion Year
\$200,000	Widen from 4 to 6 lanes, from Berry to Roseville Pkwy.		2010
PLA18020	Harding Blvd. @ Roseville Pkwy.		Completion Year
\$7,775,000	Construct grade separated urban interchange with Roseville Parkway over Harding.		2010
PLA15711	I-80		Completion Year
\$19,040,000	Douglas Blvd Interchange: Modify interchange to revise on- and off-ramps, and complete the Sunrise/Douglas grade separation improvement		2002
PLA15750	Industrial Blvd.		Completion Year
\$2,268,000	Widen from 2 to 4 lanes, from Washington to City Limits.		2010
PLA19450	Junction Blvd.		Completion Year
\$1,000,000	Construct new four-lane extension from current end to Fiddymnt Rd		2000
PLA15770	Pleasant Grove Blvd.		Completion Year
\$700,000	Construct 6 lane road from Roseville Pkwy to Route 65.		2000
PLA15780	Pleasant Grove Blvd.		Completion Year
\$1,000,000	Construct new 4 lane road from Route 65 to Rocklin City Limits.		2000
PLA15760	Pleasant Grove Blvd.		Completion Year
\$2,191,000	Widen from 4 to 6 lanes, from Washington to Wood Creek Oaks		2000
PLA15790	Pleasant Grove Blvd.		Completion Year
\$675,000	Widen from 4 to 6 lanes, from Woodcreek Oaks Blvd. to Fiddymnt Rd.		2000
PLA18100	Riverside Ave. @ Cirby Way		Completion Year
\$7,465,740	Construct grade separation of northbound Riverside Bl. to westbound Cirby Way.		2002
PLA15810	Roseville Pkwy.		Completion Year
\$310,000	Construct 4 lane segment from Washington Blvd. to Foothills Blvd.		1999
PLA15800	Roseville Pkwy.		Completion Year
\$13,800,000	Construct 6 lane segment from Taylor Rd. to Harding Blvd.		2000
PLA15840	Roseville Pkwy.		Completion Year
\$9,250,000	Construct six-lane segment from Rocky Ridge Dr. to Sunrise Ave., including bridges.		2000
PLA15830	Roseville Pkwy.		Completion Year
\$535,000	Widen from 2 to 4 lanes from City Limits to Sierra College Blvd.		2002
PLA19460	Roseville Pkwy.		Completion Year
\$669,715	Widen from 2 to 6 lanes from Pleasant Grove to Washington.		2010
PLA15820	Roseville Pkwy.		Completion Year
\$1,440,000	Widen from 4 to 6 lanes from Pleasant Grove to Washington.		2001
PLA15850	Roseville Rd.		Completion Year
\$2,056,680	Widen from 2 to 4 lanes from City Limits to Cirby Way.		2005

Lead Agency City of Roseville Dept of Public Works		Placer County
PCT10150 \$1,800,000	Roseville Transit Purchase buses for expansion and replacement of existing fleet.	Completion Year 1999
PLA19520 \$10,100,000	Route 65 Construct an interchange at Pleasant Grove Blvd	Completion Year 2001
PLA15880 \$1,400,000	Stanford Ranch Rd. Widen from 4 to 6 lanes from Route 65 to Rocklin City Limits.	Completion Year 1999
PLA19600 \$1,000,000	Stoneridge Dr. Construct four lane Stoneridge Dr from Roseville Pkwy to city limits	Completion Year 2000
PLA15890 \$2,220,983	Sunrise Ave. Widen from 4 to 6 lanes, from Sacramento County line to Madden Ln.	Completion Year 2002
PLA15910 \$161,639	Taylor Rd. Widen from 2 to 4 lanes from Roseville Pkwy to I-80	Completion Year 2002
PLA15911 \$2,019,036	Taylor Rd. Widen from 2 to 4 lanes, I-80 to City Limits.	Completion Year 2002
PLA15920 \$5,518,500	Washington Blvd. Widen from 2 to 4 lanes, from Sawtell to Blue Oaks, including Andover undercrossing.	Completion Year 2010
PLA19470 \$2,000,000	Woodcreek Oaks Construct new road segment of Woodcreek Oaks from north of Pleasant Grove to Blue Oaks.	Completion Year 2010
PLA19800 \$1,500,000	Woodcreek Oaks Widen to four lanes from Junction Blvd to Blue Oaks Blvd	Completion Year 2001
Lead Agency Placer County Dept of Public Works		Placer County
\$2,904,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$225,000	Lump Sum Categories Mass Transit	
\$13,550,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$1,495,300	Lump Sum Categories Safety	
\$256,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
PLA18380 \$200,000	16th St. Construct a 2 lane road from Baseline Road to Sacramento County line.	Completion Year 2010
PLA19870 \$400,000	Auburn Intersection improvements on Bell Rd. at Route 49	Completion Year 2000
PLA15080 \$2,300,000	Auburn-Folsom Rd. Widen from 2 to 4 lanes from Sacramento County line to Joe Rodgers Rd.	Completion Year 2002
PLA15090 \$715,000	Baseline Rd. Widen from 2 to 4 lanes from Fiddymnt Rd. to Cook-Riolo Rd..	Completion Year 2002
PLA15100 \$4,530,000	Baseline Rd. Widen from 2 to 4 lanes from Sutter County line to Fiddymnt Rd.	Completion Year 2015
PLA15110 \$5,000,000	Bell Rd. Widen from 2 to 4 lanes from I-80 to Richardson Dr.	Completion Year 1999
PLA15120 \$333,000	Bill Francis Dr. Construct 2-lane road from new Airport Rd. to old Airport Rd.	Completion Year 2010

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Lead Agency Placer County Dept of Public Works		Placer County
PLA15130 \$100,000	Bowman Undercrossing Widen from 2 to 4 lanes from Bowman Rd to Lincoln Way.	Completion Year 2000
PLA15150 \$507,000	Christian Valley Rd. Extend as 2 lane road to Route 49 along Florence Dr.	Completion Year 2005
PCT10080 \$328,000	Consolidated Trans Agency of Placer, Inc Purchase three small replacement buses for Consolidated Transportation Services Agency of Placer County, Inc.	Completion Year 1999
PLA15160 \$170,000	Cook Riolo Rd. Construct as a 2-lane road from the Sacramento County line to PFE Rd.	Completion Year 1999
PLA15170 \$170,000	Don Julio Blvd. Construct as a 2 lane road from the Sacramento County line to PFE Rd.	Completion Year 2005
PLA16830 \$1,500,000	Douglas Blvd. Widen to 6 lanes, from Sierra College Blvd. to Auburn-Folsom Rd.	Completion Year 2015
PLA18390 \$200,000	Dyer Lane Construct as 2 lane road from 16th St. to Watt Ave.	Completion Year 2010
PLA15180 \$868,000	East Roseville Pkwy. Widen from 2 to 4 lanes from Barton Rd. to Sierra College Blvd.	Completion Year 2015
PLA15200 \$127,000	Education St. Construct as a 2 lane road from Blue Oaks to Richarson Dr.	Completion Year 2005
PLA18410 \$1,500,000	English Colony Rd. Widen and realign for adding shoulders and bike lanes, from Taylor Rd. to Sierra College Blvd.	Completion Year 2005
PLA18420 \$1,600,000	Foothills Blvd. Construct as 2 lane road from Athens Rd. to the City of Lincoln.	Completion Year 2016
PLA15220 \$6,800,000	Foothills Blvd. Construct as a 2 lane road from the City of Roseville to Athens Rd.	Completion Year 2007
PLA15230 \$158,000	Galena Dr. Construct as a 2 lane road from Quartz Dr. to Education St.	Completion Year 2005
PLA15070 \$2,000,000	I-80 Widen the Auburn Ravine Rd. overcrossing from 2 to 4 lanes.	Completion Year 2010
PLA18450 \$3,336,000	Indian Hill Rd. Widen from 2 to 4 lanes from Auburn-Folsom Rd. to Newcastle.	Completion Year 2015
PLA18460 \$1,000,000	Industrial Ave. Widen from 2 to 4 lanes, from Sunset Blvd. to Athens Rd.	Completion Year 2015
PLA18480 \$1,200,000	Mt. Vernon Rd. Widen and realign two-lane roadway from City of Auburn to Atwood Rd.	Completion Year 2005
PLA15270 \$187,000	North Antelope Rd. Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	Completion Year 2005
PLA15280 \$350,000	Old Auburn Rd. Widen from 2 to 4 lanes from Sierra College Blvd. to City of Roseville.	Completion Year 2002
PLA18050 \$244,000	Old Auburn Rd. Widen to provide a center 2-way left turn lane from S. Cirby Way to Sierra College Blvd.	Completion Year 2010
PLA18490 \$563,000	PFE Rd. Widen from 2 to 4 lanes and realign from Watt Ave. to Walerga Rd.	Completion Year 2005
PLA15310 \$364,000	PFE Rd. Widen to 6 lanes from North Antelope to City of Roseville.	Completion Year 2015
PLA15300 \$475,000	Parallel Rd. Construct as a 2 lane road from Dry Creek Rd. to Quartz Rd., east of Route 49.	Completion Year 2015

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Lead Agency Placer County Dept of Public Works		Placer County
PLA16070 \$63,500	Placer County Construct park and ride lots, Western Placer County Park and Ride Program.	Completion Year 2000
PCT10140 \$410,000	Placer County Transit Purchase vehicles for minor expansion and replacement of existing fleet.	Completion Year 2000
PLA17360 \$5,581,000	Placer Hills Rd. Widen to three lanes from I-80 to Combie Rd.	Completion Year 2000
PLA15320 \$301,000	Professional Dr. Construct as 2-lane road from Bell Rd. to Atwood Rd.	Completion Year 2000
PLA15330 \$404,000	Quartz Dr. Construct as a 2 lane road from Route 49 southeast to Bell Rd.	Completion Year 2002
PLA15340 \$133,000	Quartz Dr. Construct as a 2 lane road to Richardson Dr.	Completion Year 2005
PLA15360 \$585,000	Richardson Dr. Construct as a 2 lane road from Dry Creek Rd. to Bell Rd.	Completion Year 1999
PLA18500 \$825,900	Richardson Dr. Improve 2 lanes and realign between Atwood Rd. and Bell Rd.	Completion Year 1999
PLA15370 \$3,100,000	Rocklin Rd. extension Construct as a 2 lane road from Barton Rd. to Auburn/Folsom Rd.	Completion Year 2015
PLA15600 \$3,700,000	Sierra College Blvd. South Rocklin City Limits to Douglas, widen road from 2 to 4 lanes.	Completion Year 2010
PLA15390 \$4,400,000	Sierra College Blvd. Widen from 2 to 4 lanes from Route 193 to Taylor Rd.	Completion Year 2010
PLA15380 \$525,000	Sierra College Blvd. Widen to 4 lanes Sacramento Co. line to Old Auburn Rd	Completion Year 2000
PLA15400 \$3,600,000	Sierra College Blvd. Widen to 6 lanes from Taylor Rd. to south Rocklin City Limits.	Completion Year 2010
PLA19880 \$500,000	Squaw Valley Road Widen to three lanes from Route 89 to the end on Squaw Valley Road	Completion Year 2001
PLA15410 \$1,000,000	Sunset Blvd. Widen from 2 to 4 lanes Cincinnati Ave to Fiddymont Rd.	Completion Year 2015
PLA19830 \$4,400,000	Sunset Blvd. Widen from 2 to 4 lanes from Route 65 to Cincinnati Ave	Completion Year 2001
PLA15940 \$450,000	Taylor Rd. Widen from 2 to 4 lanes from Horseshoe Bar Rd. to King Rd.	Completion Year 2010
PLA19550 \$3,239,360	Truckee River Canyon Build TART maintenance facility.	Completion Year 1999
PLA15420 \$4,140,000	Walerga Rd. Widen and realign from 2 to 4 lanes from Baseline Rd. to Sacramento Co. line.	Completion Year 2001
PLA15440 \$592,000	Willowcreek Dr. Construct a 4-lane road from Route 49 to Dewitt.	Completion Year 2000
Lead Agency Placer County Transportation Planning Agency		Placer County
\$2,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$5,960,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	

1999 MTP Proposed Option Project List

Lead Agency Placer County Transportation Planning Agency		Placer County
PLA19090 \$1,200,000	I-80 Corridor Commuter Rail Construction of commuter rail platforms in Loomis, New Castle and Bowman.	Completion Year 2013
PLA19080 \$22,000,000	I-80 Corridor Commuter Rail I-80 corridor commuter rail rolling stock purchase.	Completion Year 2013
PLA19150 \$2,500,000	I-80 Corridor Commuter Rail I-80 corridor commuter track improvements.	Completion Year 2013
PCT10230 \$14,000,000	Placer County Annual \$2 million operating and maintenance cost for commuter rail for seven years (2015-2022), stops at Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin and Roseville in Placer County, and Sacramento.	Completion Year 2022
PCT10020 \$4,000,000	Placer County Annual \$2 million operating and maintenance cost for commuter rail for two years (2013), stops at Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin and Roseville in Placer County, and Sacramento.	Completion Year 2011
PCT10000 \$2,870,000	Placer County Commuter rail stations in Bowman, Newcastle, Loomis.	Completion Year 2015
PLA19200 \$10,920,000	Various Locations Safety improvements at several locations.	Completion Year 2015
Lead Agency Town of Loomis		Placer County
PLA16350 \$11,000,000	Horseshoe Bar Rd. @ I-80 Widen overcrossing 2 to 4 lanes and improve ramps.	Completion Year 2010

Lead Agency Caltrans District 3		Sacramento County
\$3,041,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$50,708,338	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$11,107,045	Lump Sum Categories Plantings, Landscaping, etc.	
\$20,495,001	Lump Sum Categories Safety	
\$5,261,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL17850 \$15,000,000	I-5 Add HOV lanes from I-80 to Sacramento International Airport	Completion Year 2006
CAL17840 \$38,000,000	I-5 Add HOV lanes from Laguna Blvd. to J St.	Completion Year 2006
CAL17860 \$10,000,000	I-5 Construct auxiliary lanes on I-5 from Richards Blvd to Garden Hwy	Completion Year 2006
CAL16920 \$6,300,000	I-5 Installation of closed-circuit television, highway advisory radio, ramp metering and loop detectors in Sacramento County	Completion Year 2006
CAL15135 \$28,305,254	I-80 Add HOV lanes from Longview to the Placer County line	Completion Year 2003
CAL17910 \$6,000,000	I-80 Add third lane to I-80 connector to Route 51 (Capital City Freeway)	Completion Year 2002
CAL17920 \$5,000,000	I-80 Construct Traffic Operations System (TOS) on I-80 from I-5 to Watt Ave.	Completion Year 2005
SAC18790 \$613,171	Route 160 Fiber optic communication system from Del Paso Blvd. to I St. and from 12th St. to 10th St.	Completion Year 1999
CAL16910 \$793,000	Route 51, I-80, Route 160 Construct metering/surveillance system on Route 51 from American River to the Route 51/I-80 separation, on I-80 from the Route 51/I-80 separation to the Placer County line, and on Route 160 at .5 kilometer west of Tribute Rd.	Completion Year 1999
CAL17630 \$3,150,000	Route 99 Construct new maintenance facility near Elk Grove	Completion Year 2000
CAL16870 \$5,400,000	Route 99/Route 51 Construct add-a-lane HOV on Route 99 from MLK, Jr. Blvd. to the Route 99/51 junction and take-a-lane HOV from the Route 99/51 junction to B St.	Completion Year 1999
CAL16790 \$38,800,000	U.S. 50 Construct HOV lane on U.S. 50 from 15th/16th Streets to Mayhew Rd.	Completion Year 2010
CAL17890 \$42,000,000	U.S. 50 Construct HOV lanes on U.S. 50 from Mayhew to Sunrise Blvd	Completion Year 2010
CAL17050 \$4,136,000	U.S. 50 Construct maintenance facility on U.S. 50 near Sunrise Blvd	Completion Year 1999
Lead Agency City of Citrus Heights Dept of Public Works		Sacramento County
\$3,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$974,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	

1999 MTP Proposed Option Project List

Lead Agency City of Citrus Heights Dept of Public Works		Sacramento County
SAC19000 \$2,168,000	Antelope Rd. Widen from I-80 and Auburn Blvd. in Citrus Heights from 4 to 6 lanes.	Completion Year 2002
SAC15030 \$499,744	Antelope Rd. Widen from Roseville Rd. to Tupelo from 4 to 6 lanes	Completion Year 2002
SAC20970 \$6,000,000	Antelope Rd. Widen to 4 lanes Auburn to Old Auburn, project includes bicycle lanes, and traffic control improvements.	Completion Year 2001
SAC21000 \$2,965,000	Auburn Blvd. Reconstruct to arterial standards Sylvan to city limits. Improve traffic signals and street lighting.	Completion Year 2003
SAC19600 \$1,187,000	Auburn Blvd. Widen from Greenback Lane to Manzanita from 4 to 6 lanes	Completion Year 2006
SAC15300 \$3,816,000	Greenback Lane Widen from Auburn Blvd. to Dewey Dr. from 4 to 6 lanes	Completion Year 2003
SAC15310 \$6,866,425	Greenback Lane Widen from Dewey Dr. to San Juan Ave. from 4 to 6 lanes	Completion Year 2001
SAC16880 \$3,579,000	Old Auburn Rd. Widen from Mariposa Ave. to Wachtel Way from 2 to 4 lanes	Completion Year 2002
SAC16910 \$2,325,000	Sunrise Blvd. Widen Sunrise Blvd. from 4 to 6 lanes including a raised median from Antelope Rd. to Placer County.	Completion Year 2002
SAC16920 \$3,421,000	Sunrise Blvd. Widen Sunrise Blvd. from 4 to 6 lanes including raised median from Greenback Ln. to Antelope Rd.	Completion Year 2003
SAC20980 \$1,500,000	Sylvan Rd. Widen to 4 lanes, Greenback Ln. to Auburn Blvd., project includes bicycle lanes and pavement reconstruct where necessary.	Completion Year 2004
Lead Agency City of Folsom Dept of Public Works		Sacramento County
\$9,195,600	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$3,470,000	Lump Sum Categories Mass Transit	
\$406,322	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
SAC21250 \$250,000	Blue Ravine Rd. Widen WB approach to Folsom Blvd. to provide dual left-turn lanes and exclusive through and right-turn lanes.	Completion Year 2002
SAC21220 \$4,000,000	Broadstone Pkwy Construct 4-lane section from Golf Links Dr. to Russell Ranch Rd.	Completion Year 2002
SAC21140 \$1,750,000	Broadstone Pkwy Construct Broadstone Parkway with 4-lane section from East Bidwell St. to Golf Links Drive.	Completion Year 1999
SAC16180 \$2,720,000	Folsom Blvd. Widen Folsom Bl. from 2 to 4 lanes, Natoma St. to Blue Ravine Rd.	Completion Year 1999
SAC16170 \$59,392,000	Folsom Blvd. @ Auburn-Folsom Rd. Construct 4 lane bridge from Folsom Bl. to Auburn-Folsom Rd. across the American River.	Completion Year 1999
SAC20230 \$1,200,000	Folsom Corridor Downtown rail acquisition - Purchase ROW for light rail extension, Iron Point Road to downtown Folsom.	Completion Year 1999
SAC21120 \$11,500,000	Folsom Light Rail Extend light rail from Iron Point Road to historic downtown Folsom, including new station in Silverbrook at Glenn Drive	Completion Year 2002
SAC20220 \$2,500,000	Folsom Rail Stations Construct park and ride facilities at Iron Point Rd and at the historic station in downtown Folsom.	Completion Year 2000

1999 MTP Proposed Option Project List

Lead Agency **City of Folsom Dept of Public Works** **Sacramento County**

SAC16190	Folsom-Auburn Rd. \$1,700,000 Widen from 2 to 4 lanes from Folsom Dam Rd. to Placer Co. line.	Completion Year 2002
SAC21130	Iron Point Road \$6,000,000 Extend Iron Point Road with 4-lane intersection from Russi Road east to East Bidwell Street to El Dorado County.	Completion Year 1999
SAC20540	Riley St. \$2,255,000 Extend Riley St. from Blue Ravine Rd. across Willow Creek to Russi Rd.	Completion Year 2000
SAC21230	Russell Ranch Rd. \$6,200,000 Construct 4-lane section from El Dorado Co. line to Iron Point Rd.	Completion Year 2002
SAC19853	U.S. 50 \$6,982,000 Folsom Blvd Interchange - From Natoma overhead to Hazel Ave: Revise interchange ramps and construct auxiliary lanes	Completion Year 2001
SAC18390	U.S. 50 \$11,500,000 Rebuild interchange at the E. Bidwell St. and Scott Rd. junction.	Completion Year 2001
SAC19880	U.S. 50 @ Oak Ave. \$11,500,000 Construct 4 lane interchange for newly extended Oak Av.	Completion Year 2008
SAC19890	U.S. 50 @ Russell Ranch Rd. \$11,500,000 Construct 4 lane interchange at extension of Russell Ranch Rd.	Completion Year 2008

Lead Agency **City of Galt Dept of Public Works** **Sacramento County**

\$53,500	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$1,649,558	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
SAC21240	Blue Ravine Rd. \$1,300,000 Widen from 2 to 4 lanes from Big Valley Rd. to 700 ft northeast of East Natoma St.	Completion Year 2002
SAC20580	C St. \$8,000,000 Widen C Street overpass to 4 lanes with addition of bike lanes at Route 99.	Completion Year 2010
SAC19750	Lincoln Way \$3,000,000 Reconstruct Lincoln Way from Southdale to South Sacramento County line	Completion Year 2001
SAC19760	Lincoln Way \$3,000,000 Reconstruct Lincoln Way from Wendy Hope to Twin Cities Rd.	Completion Year 2004
SAC17500	Orr Rd. @ Elmer Ave. \$128,400 Orr Rd./Elm Ave. employment linkage bikeway	Completion Year 2006
SAC20590	Twin Cities Rd. \$1,435,000 Widen Twin Cities Road overpass to 4 lanes at Route 99 with addition of bikelanes.	Completion Year 2005
SAC20600	Walnut Ave. \$1,257,000 Improve north and southbound ramps to Route 99 from Walnut Ave.	Completion Year 2010

Lead Agency **City of Sacramento Dept of Public Works** **Sacramento County**

\$14,556,500	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$24,298,856	Lump Sum Categories Mass Transit	
\$5,529,201	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$28,610,000	Lump Sum Categories Safety	

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Lead Agency		City of Sacramento Dept of Public Works	Sacramento County
\$8,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)		
SAC18600 \$3,900,000	"A" St. Construct "A" St. from El Centro Rd. to Commerce Way as a 4 lane road		Completion Year 2015
SAC18710 \$3,194,000	"A" St. and I-5 Construct "A" St. overcrossing of I-5 for the planned "A" street that will run east-west from El Centro Rd. to Commerce Way crossing over I-5.		Completion Year 2008
SAC18370 \$2,800,000	10th St. Extend 10th St. from north of B St. to the planned Riverfront Dr. along the American River		Completion Year 2015
SAC18260 \$8,000,000	5th St. Extend 5th St. northward from I St. to Richards Blvd.		Completion Year 2015
SAC18240 \$14,553,000	7th St. Extend 7th St. as a 4 lane road from North B St. to Richards Blvd.		Completion Year 2010
SAC18360 \$4,600,000	7th St. Extend 7th St. from north of Richards northward to the planned Riverfront Dr. at the Sacramento River		Completion Year 2013
SAC18230 \$7,500,000	7th St. Extend 7th St. to the north from G St. to North B St.		Completion Year 2001
SAC15910 \$23,804,000	Arden Way Arden Garden Connector Phase 2: Construct 4 lane Arden/Garden connector from Colfax St. to Northgate Blvd.		Completion Year 1999
SAC18350 \$7,500,000	B St. and North B St. Construct B St from 5th St to Gateway Blvd and widen North B St to 3 lanes from 5th to Gateway Blvd		Completion Year 2015
SAC18300 \$9,300,000	Bannon St. Extend Bannon St. from I-5 to the planned Gateway Blvd. as part of SP Railyards redevelopment project		Completion Year 2015
SAC17590 \$3,000,000	Bruceville Rd. Widen from Sheldon Rd. to Cosumnes River Blvd to 6 lanes		Completion Year 2003
SAC17010 \$7,900,000	Cosumnes River Blvd. Construct 2 lane Cosumnes River Blvd. extension from I-5 to Franklin Blvd.		Completion Year 2010
SAC15930 \$1,654,000	Cosumnes River Blvd. Widen Cosumnes River Blvd. to 4 lanes from Franklin Blvd. to Center Pkwy.		Completion Year 2015
SAC15920 \$3,000,000	Cosumnes River Blvd. Widen from Franklin Blvd. to Route 99 from 2 to 4 lanes		Completion Year 2015
SAC15970 \$8,748,000	Del Paso Rd. Widen Del Paso Blvd. to 6 lanes from Truxel Rd. to El Centro Rd.		Completion Year 2000
SAC18480 \$2,898,000	Del Paso Rd. Widen Del Paso Rd. to 4 lanes from the City limits to El Centro Rd.		Completion Year 2015
SAC18440 \$5,259,000	East Commerce Way Build 4 lane Commerce Way extension from planned North Loop Rd. to Elkhorn Blvd.		Completion Year 2002
SAC18580 \$2,992,000	East Commerce Way Construct 4 lane East Commerce Way extension from planned South Loop Rd. to San Juan Rd. as a 4 lane road		Completion Year 2015
SAC18460 \$7,255,000	East Commerce Way Construct 6 lane East Commerce Way extension from planned North Loop Rd. to Del Paso Rd.		Completion Year 2001
SAC18570 \$3,217,000	East Commerce Way Construct East Commerce Way extension from North Market Blvd. to the planned South Loop Rd. as a 6 lane road		Completion Year 2005
SAC18740 \$1,977,000	El Centro Rd. Extend El Centro Rd. northeasterly over I-5 and east to Truxel Rd.		Completion Year 2015

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Lead Agency City of Sacramento Dept of Public Works		Sacramento County
SAC18610	El Centro Rd. Widen El Centro Rd. to 4 lanes from Del Paso Rd. to San Juan Rd. to 6 lanes	Completion Year 2003
SAC17610	Elder Creek Rd. Widen Elder Creek Rd. to 4 lanes from Power Inn Road to South Watt Ave.	Completion Year 2015
SAC18500	Elkhorn Blvd. Widen Elkhorn Blvd. to 6 lanes from Route 99 to the City/County (related interchange widening listed under Route 99)	Completion Year 2006
SAC18760	Evergreen St. Extend Evergreen St. from Arden Way southwest paralleling the railroad tracks and intersecting Royal Oaks Dr. north of Route 160	Completion Year 2015
SAC16000	Exposition Blvd. Construct split-diamond interchange at Route 160	Completion Year 2015
SAC16010	Florin-Perkins Rd. Widen Florin-Perkins Rd. to 6 lanes from Folsom Blvd. to Florin Rd.	Completion Year 2020
SAC20770	Folsom Blvd Widen Folsom Blvd from 2 to 4 lanes from Power Inn Road to 65th St and replace existing UP railroad grade separation and realign Jed Smith connection.	Completion Year 2005
SAC20650	Freeport Shores Bridge Construct new Freeport Shores bridge over Route 160 connecting the Sacramento River Trail and the sports complex	Completion Year 2006
SAC17620	Garden Highway Widen Garden Highway to 4 lanes from Natomas Park Dr. to Northgate Blvd.	Completion Year 2010
SAC18540	Gateway Park Drive Widen Gateway Park Dr. to 4 lanes from Del Paso Rd. to Truxel Rd.	Completion Year 2005
SAC20800	Howe Ave. / Power Inn Rd. Widen Howe Ave./Power Inn Rd. to 6 lanes from College Town Dr. to Folsom Blvd. with operational improvements and U.S. 50 ramp access improvements (Engineering and ROW only).	Completion Year 2000
SAC20801	Howe Ave. / Power Inn Rd. Widen Howe Ave./Power Inn Rd. to 6 lanes from College Town Dr. to Folsom Blvd. with operational improvements and U.S. 50 ramp access improvements.	Completion Year 2002
SAC18640	I-5 Add a second auxiliary lane on I-5 from I-80 to the North Market Blvd. interchange	Completion Year 2010
SAC18660	I-5 Add an auxiliary lane in each direction to I-5 between Del Paso Rd. and Route 99	Completion Year 2007
SAC20010	I-5 Construct 6 lane North Market Blvd interchange and single auxiliary lane in each direction from I-80 to Del Paso Rd. modifying I-5/I-80/Del Paso Rd. interchange to accommodate auxiliary lanes.	Completion Year 2001
SAC18180	I-5 @ Bannon St./Richards Blvd. Rebuild interchange at Bannon/Richards including extending Bannon St. to the west, and building ramps for interchange	Completion Year 2015
SAC18380	I-5 @ Cosumnes River Blvd. Build new interchange at Cosumnes River Blvd.	Completion Year 2010
SAC18650	I-5 @ El Camino Interchange Expand the El Camino interchange on I-80 to 4 lanes and modify ramps.	Completion Year 2008
SAC18170	I-5 @ Richards Blvd Interchange Interim ramp improvements including ties with other road projects related to the SP railyards redevelopment projects	Completion Year 2005
SAC18670	I-5 @ Route 99 Interchange Add a second on-ramp lane from SB Route 99 to SB I-5.	Completion Year 2015
SAC20660	I-5 and I-80 Modify I-5 interchange at I-80 to allow 2 southbound exit lanes from I-5	Completion Year 2007

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Lead Agency		City of Sacramento Dept of Public Works	Sacramento County
SAC20670	I-5 and I-80		Completion Year
\$13,000,000	Modify I-5 interchange at I-80 to create ramp for eastbound to northbound traffic		2010
SAC19580	I-80		Completion Year
\$1,450,000	Add auxiliary lane from Truxel Rd. to Northgate Blvd.		1999
SAC18700	I-80		Completion Year
\$3,250,000	Extend the existing westbound off-ramp onto Northgate Blvd. for safety reasons, add auxiliary lane to westbound on-ramp and add a lane to eastbound off-ramp.		2015
SAC16040	Jackson Rd.		Completion Year
\$4,410,000	Widen Jackson Rd. to 4 lanes from Folsom Blvd. to South Watt Ave.		2015
SAC20810	Jed Smith		Completion Year
\$77,000	Extend Jed Smith as a 2-lane connection between CSUS and Folsom Blvd (Engineering and ROW).		2000
SAC20811	Jed Smith		Completion Year
\$323,000	Extend Jed Smith as a 2-lane connection between CSUS and Folsom Blvd.		2002
SAC16050	North Market Blvd.		Completion Year
\$1,627,000	Construct North Market Blvd. as an 8-lane arterial from current terminus to I-5		2001
SAC18590	North Market Blvd.		Completion Year
\$3,577,000	Extend North Market as a 4 lane road between El Centro Rd. and 2200 feet east of El Centro Rd. and 6 lanes from that point eastward to Commerce Way with no interchange.		2006
SAC16060	Northgate Blvd.		Completion Year
\$7,717,000	Widen Northgate Blvd. to 4 lanes from Route 160 to Garden Highway and upgrade to all-weather		2015
SAC20820	Power Inn Rd.		Completion Year
\$961,000	Widen Power Inn Rd. to 6 lanes from Folsom Blvd. to 14th Ave with expanded intersection along Power Inn Rd. from Folsom Blvd. to 14th. Ave (Engineering and ROW).		2001
SAC20821	Power Inn Rd.		Completion Year
\$4,039,000	Widen Power Inn Rd. to 6 lanes from Folsom Blvd. to 14th Ave with expanded intersection along Power Inn Rd. from Folsom Blvd. to 14th. Ave.		2002
SAC16070	Power Inn Rd.		Completion Year
\$22,050,000	Widen Power Inn Rd. to 6 lanes from Fruitridge Rd. to Florin Rd.		2020
SAC19550	Raley Blvd.		Completion Year
\$4,520,000	Widen Raley Blvd. to 4 lanes from Santa Ana Ave to Ascot Ave.		2015
SAC20780	Ramona Ave		Completion Year
\$11,650,000	Two-lane extension of Ramona Ave from 4th Ave to 14th Ave and from 14th Ave to Folsom Blvd with bike lanes.		2005
SAC16100	Richards Blvd.		Completion Year
\$45,000,000	Extend Richards Blvd. from its eastern terminus at Route 160 eastward to Route 51 including interchanges at Route 51 (Business 80) and Route 160.		2008
SAC18290	Richards Blvd.		Completion Year
\$1,700,000	Extend Richards Blvd. from the planned Gateway Blvd to 16th St.		2010
SAC16092	Richards Blvd.		Completion Year
\$3,900,000	Widen to 5 lanes and add bike lanes from North 7th St. to North 12th St.		2002
SAC18190	Riverfront Dr. @ Route 160		Completion Year
\$5,300,000	Build Riverfront Dr. paralleling Vine St. to the north, and extend it under Route 160 with a loop around to a northbound slip ramp onto Route 160		2015
SAC20790	Route 16		Completion Year
\$9,650,000	New 4-lane roadway connecting Route 16 to Power Inn Road south of Folsom Blvd		2005
SAC17600	Route 160		Completion Year
\$17,640,000	Add a WB off-ramp and an EB on-ramp to the Northgate Blvd interchange		2010
SAC20000	Route 51		Completion Year
\$3,000,000	Add EB on-ramps at Exposition Blvd.		2015

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Lead Agency City of Sacramento Dept of Public Works		Sacramento County
SAC19990 \$12,000,000	Route 51 Braided ramps and auxiliary lane at Routes 51/160 interchange.	Completion Year 2015
CAL16900 \$1,733,000	Route 99 Add a lane in each direction from I-5 to Elkhorn Blvd.	Completion Year 2015
SAC18690 \$8,125,000	Route 99 Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	Completion Year 2005
SAC17560 \$2,104,000	Sheldon Rd. Widen Sheldon Rd. to 6 lanes from Bruceville Rd. to Route 99.	Completion Year 2003
SAC18560 \$5,259,000	South Loop Rd. Build new South Loop Rd. as 4 lane road from I-5 westward to El Centro Rd.	Completion Year 2002
SAC18720 \$1,977,000	South Loop Rd. Construct South Loop Rd. overcrossing of I-5.	Completion Year 2015
SAC18550 \$914,000	South Loop Rd. Extend South Loop Rd. as 4 lane road from East Commerce Way to I-5 with no interchange.	Completion Year 2000
SAC18450 \$5,259,000	Truxel Rd. Extend Truxel Rd. as a 4 lane road from planned North Loop Blvd. to Elkhorn Blvd.	Completion Year 2000
SAC17942 \$400,000	Various Locations Neighborhood traffic management program	Completion Year 2001
SAC16120 \$6,000,000	West El Camino Ave. Widen I-5 to I-80 from 2 to 6 lanes and add bike lanes	Completion Year 2002
Lead Agency Paratransit Inc.		Sacramento County
\$615,000	Lump Sum Categories Mass Transit	
REG16650 \$460,000	Paratransit Inc. Replace eight small accessible buses and mobile radios. (Grant Cycle 29)	Completion Year 1999
Lead Agency Sacramento County Dept of Public Works		Sacramento County
\$20,321,169	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$2,600,000	Lump Sum Categories Changes in Vertical and Horizontal Alignment	
\$752,725	Lump Sum Categories Intersection Channalization Projects	
\$1,151,421	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$38,733,765	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$18,304,427	Lump Sum Categories Safety	
SAC19330 \$4,000,000	16th St. Widen from Sacramento City limits to Elkhorn Blvd. from 2 to 4 lanes	Completion Year 2005
SAC19790 \$735,000	Antelope Rd. Widen from Don Julio Blvd. to Roseville Rd. from 4 to 6 lanes	Completion Year 2003
SAC19770 \$276,500	Antelope Rd. Widen northside from Walerga Rd. to Don Julio Blvd. to 4 lanes	Completion Year 2002

1999 MTP Proposed Option Project List

Lead Agency		Sacramento County Dept of Public Works	Sacramento County
SAC19030	Bond Rd.		Completion Year
\$1,034,000	Widen Bond Rd. from Elk Grove-Florin Rd. to Waterman Rd. from 2 to 4 lanes.		2004
SAC19310	Bradshaw Rd.		Completion Year
\$7,409,000	Widen from Calvine Rd. to Florin Rd. from 2 to 4 lanes		2004
SAC19320	Bradshaw Rd.		Completion Year
\$5,434,469	Widen from Florin to Morrison Creek from 2 to 4 lanes		2000
SAC19050	Calvine Rd.		Completion Year
\$3,960,000	Widen from Elk Grove-Florin Rd. to 1000 feet east of Kingsbridge Dr. from 2 to 4 lanes.		1999
SAC15090	Calvine Rd.		Completion Year
\$5,287,950	Widen from Power Inn Rd. to Elk Grove-Florin from 2 to 4 lanes		1999
SAC19610	Cypress Ave.		Completion Year
\$1,600,000	Widen from Walnut Ave. to Mazanita from 2 to 4 lanes		2006
SAC19060	Don Julio Blvd.		Completion Year
\$702,000	Widen from Antelope Rd. to North Loop Blvd. from 2 to 4 lanes		2001
SAC19070	Don Julio Blvd.		Completion Year
\$945,300	Widen from Elkhorn Blvd. to Antelope Rd. from 2 to 4 lanes		2000
SAC19300	Dwight Rd.		Completion Year
\$1,300,000	Construct new 4 lane extension from Franklin Blvd. to Laguna Blvd.		2005
SAC15160	Elk Grove-Florin Rd.		Completion Year
\$5,102,481	Widen from Calvine Rd. to Gerber Rd. from 2 to 4 lanes with on-street bike lanes.		2000
SAC15170	Elk Grove-Florin Rd.		Completion Year
\$4,500,000	Widen from Gerber Rd. to Florin Rd. from 2 to 4 lanes		2008
SAC15190	Elkhorn Blvd.		Completion Year
\$5,934,637	Widen from 6th St. to Dry Creek Rd. from 2 to 4 lanes		2001
SAC15220	Elkhorn Blvd.		Completion Year
\$2,966,000	Widen from Don Julio Blvd. to Diablo Dr. from 4 to 6 lanes		2002
SAC15230	Elkhorn Blvd.		Completion Year
\$1,400,000	Widen from Watt Ave. to Walerga Rd. from 4 to 6 lanes		2003
SAC19080	Elkhorn Blvd./Watt Ave.		Completion Year
\$624,930	Coordinate the intersections in the Watt Avenue-Elkhorn Blvd area by upgrading 24 existing intersection controllers and a master system controller along with installation of joining segments of interconnect.		1999
SAC19620	Elverta Rd.		Completion Year
\$3,829,000	Widen from 16th St. to Watt Ave. from 2 to 4 lanes		2008
SAC19260	Elverta Rd.		Completion Year
\$2,700,000	Widen from Rio Linda to 16th St. from 2 to 4 lanes		2006
SAC15240	Fair Oaks Blvd.		Completion Year
\$4,937,069	Widen from Engle Rd. to Cypress Ave. from 4 to 6 lanes including class II bike lanes. Modify and interconnect traffic signals at Engle Rd., Sutter Ave., Manzanita Ave., and Cypress Ave. Install new signal at Lincoln Ave.		2000
SAC19630	Fair Oaks Blvd.		Completion Year
\$1,088,000	Widen from Greenback Lane to Old Auburn Rd. from 2 to 4 lanes		2004
SAC16800	Fair Oaks Blvd.		Completion Year
\$3,725,000	Widen from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd.		2002
SAC18080	Folsom Blvd @ Watt Ave., over LRT		Completion Year
\$8,700,000	Grade separation of intersection at Folsom Blvd. and Watt Ave. at light rail tracks		2003
SAC15250	Folsom Blvd.		Completion Year
\$1,900,000	Widen from Mather Field Rd. to Coloma Rd. from 4 to 6 lanes		2003

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Lead Agency Sacramento County Dept of Public Works		Sacramento County
SAC15260 \$5,255,000	Folsom Blvd. Widen from Sunrise to Aerojet roadway from 2 to 4 lanes; and add a turn lane in various locations.	Completion Year 2001
SAC19640 \$1,999,000	Franklin Blvd. Widen from Martin Luther King, Jr Blvd. to Florin Rd. from 4 to 6 lanes	Completion Year 2010
SAC19650 \$1,285,000	Garfield Ave. Widen from Auburn Blvd. to Greenback Lane from 4 to 6 lanes	Completion Year 2006
SAC19670 \$6,605,000	Grantline Rd. Widen from Bond Rd. to Sloughouse Rd. from 2 to 4 lanes	Completion Year 2010
SAC19660 \$2,052,000	Grantline Rd. Widen from Sloughouse Rd. to Sunrise Blvd. from 2 to 4 lanes	Completion Year 2010
SAC19090 \$4,871,000	Greenback Lane Widen from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes	Completion Year 2006
SAC15340 \$5,974,260	Hazel Ave. Widen American River Bridge and approaches from 4 to 6 lanes with bike trail connections adjacent to and underneath bridge.	Completion Year 2003
SAC15350 \$13,744,250	Hazel Ave. Widen from American River bridge to Madison Ave. from 4 to 6 lanes and install bike lanes and signal system on segment from Curragh Downs to Madison Ave.	Completion Year 2003
SAC15360 \$4,049,157	Hazel Ave. Widen from Oak Ave. to the Placer County line from 2 to 4 lanes	Completion Year 2000
SAC18150 \$5,200,000	I-5 Build new interchange at Metro Air Park SPA Rd. near Sacramento International Airport	Completion Year 2002
SAC18070 \$10,131,437	I-80 Greenback Lane Interchange - Widen the overcrossing by two lanes (one lane each direction), modify freeway ramps for ramp metering, and add auxiliary lanes	Completion Year 2001
SAC19370 \$10,583,517	I-80 Madison Ave Interchange: Widen overcrossing to six through lanes, reconstruct westbound I-80 onramp, and reconstruct Madison/Hillsdale intersection.	Completion Year 2003
SAC16500 \$5,436,000	Madison Ave. Widen from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes	Completion Year 2004
SAC19120 \$949,000	North Loop Blvd. Widen from Elverta Rd. to Don Julio Blvd. from 2 to 4 lanes	Completion Year 2001
SAC19150 \$2,626,613	Road B Construct 3 lanes of a new road between Big Horn Blvd. and Sheldon Rd. east of Bruceville Rd. with a reinforced concrete bridge at Laguna Creek, traffic signals at Big Horn Blvd. and Sheldon Rd, and traffic signal interconnect.	Completion Year 2002
SAC19680 \$1,845,000	Roseville Rd. Widen from Watt Ave. to Oak Hollow from 2 to 4 lanes	Completion Year 2006
CAL15410 \$6,000,000	Route 16 Widen from South Watt Ave. to Excelsior Rd. from 2 to 4 lanes and add continuous left turn lane.	Completion Year 2004
CAL15510 \$8,000,000	Route 99 @ Elverta Rd. Elverta Rd. Interchange	Completion Year 2010
SAC20520 \$23,366,000	Route 99 @ Grantline Rd. Reconstruct Grantline Interchange on Route 99	Completion Year 2001
SAC19160 \$1,029,300	Sheldon Rd. Widen from 2 to 4 lanes between Elk Grove-Florin Road and Waterman Road in Elk Grove	Completion Year 2003
SAC15680 \$1,464,128	Sheldon Rd. Widen from Bruceville Rd. to Route 99 from 2 to 4 lanes	Completion Year 2003

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Lead Agency Sacramento County Dept of Public Works		Sacramento County
SAC15660 \$1,497,500	Sheldon Rd. Widen from Power Inn Rd. to Elk Grove-Florin Rd. from 2 to 4 lanes	Completion Year 2000
SAC19380 \$18,400,000	Sheldon Rd. @ Route 99 Reconstruct interchange to 6 through-lanes with auxiliary lanes over the structure and realign frontage roads and connections	Completion Year 2004
SAC19170 \$783,000	South Watt Ave. Widen from Alderson Ave. to Route 16 from 2 to 4 lanes with left turn lanes	Completion Year 2001
SAC19290 \$5,000,000	South Watt Ave. Widen from Elder Creek to Route 16 from 2 to 4 lanes	Completion Year 2004
SAC19280 \$2,500,000	South Watt Ave. Widen from Florin Rd. to Elder Creek from 2 to 4 lanes	Completion Year 2006
SAC19700 \$3,464,000	Stockton Blvd. Widen from Elsie to Florin Rd. from 4 to 6 lanes	Completion Year 2006
SAC19710 \$4,135,000	Sunrise Blvd. Widen from Douglas Rd. to Grantline Rd. from 2 to 4 lanes	Completion Year 2009
SAC19360 \$11,638,200	U.S. 50 Sunrise Blvd Interchange: Stripe an additional lane in the northbound direction on the existing overcrossing and reconstruct off-ramps	Completion Year 2003
SAC15710 \$358,500	Walerga Rd. Widen from Elkhorn Blvd. to Antelope from 2 to 4 lanes	Completion Year 2000
SAC15750 \$2,674,397	Watt Ave. Widen from Don Julio Blvd. to Van Owen St. from 4 to 6 lanes.	Completion Year 2006
SAC15720 \$1,080,000	Watt Ave. Widen from Elkhorn Blvd. to Antelope Rd. from 4 to 6 lanes	Completion Year 2006
SAC15742 \$16,506,299	Watt Ave. Widen the existing 4 lane segment from Fair Oaks to north of U.S. 50 to eight lanes over the bridge (six through lanes and two auxilliary lanes) and to six through lanes north and south of the bridge with ramp meters and HOV bypass lanes	Completion Year 2001
SAC19350 \$15,100,000	Watt/Folsom @ U.S. 50 Widen overcrossing to 3 through-lanes with single auxiliary lane each direction, modify ramps on south side of U.S. 50. and provide associated widening for 3 lanes in each direction north and south of the interchange	Completion Year 2006
Lead Agency Sacramento Housing and Redevelopment Agency		Sacramento County
\$3,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
Lead Agency Sacramento Metro Air Quality Management District		Sacramento County
\$800,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
SAC18060 \$80,000,000	Various Locations Heavy-Duty NOx control strategies	Completion Year 2005
SAC20940 \$1,006,830	Various Locations Light Duty Electric Vehicle Incentives and Infrastructure	Completion Year 2005
SAC21050 \$272,425	Various Locations Spare-the-Air Education Program	Completion Year 1999
SAC21060 \$400,000	Various Locations Spare-the-Air Education Program	Completion Year 2002
SAC21070 \$800,000	Various Locations Spare-the-Air Education Program	Completion Year 2002

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Lead Agency Sacramento Metro Air Quality Management District Sacramento County		
SAC21080	Various Locations Spare-the-Air Education Program	Completion Year 2005
SAC21090	Various Locations Spare-the-Air Education Program	Completion Year 2010
SAC21100	Various Locations Spare-the-Air Education Program	Completion Year 2015
SAC21110	Various Locations Spare-the-Air Education Program	Completion Year 2022
Lead Agency Sacramento Regional Transit District Sacramento County		
\$3,237,484	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
\$42,381,494	Lump Sum Categories Mass Transit	
\$500,000	Lump Sum Categories Noise Attenuation	
\$204,241,770	Lump Sum Categories Operating Assistance	
\$650,000	Lump Sum Categories Safety	
\$50,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
REG15600	29th St. light rail station Build transit center at 29th St. light rail station	Completion Year 2015
REG16490	29th Street LRT Station Design and construct a bus transfer area, pullouts, etc. at the 29th Street LRT Station	Completion Year 2000
REG16040	65th St. Construct 65th St. Station park-and-ride lot.	Completion Year 2001
REG16170	Antelope Rd. @ I-80 Antelope park-and-ride lot	Completion Year 2006
REG15610	Downtown-Natomas Corridor Interim extension of the North line from 7th/8th streets and K St. to the Amtrak Depot at 5th and H streets including one LRV.	Completion Year 2002
REG15611	Downtown-Natomas Corridor Phase 2: Extension of the North line to 7th and North B streets	Completion Year 2022
REG15110	Folsom Corridor Double track 65th St. to Watt Ave.	Completion Year 2001
REG15860	Folsom Corridor Extend Light Rail from Mather Field LRT station to Sunrise Blvd. including the acquisition of 15 light rail vehicles.	Completion Year 2002
REG15040	Folsom Corridor Extension of light rail from the proposed Sunrise Blvd LRT station to Iron Point Road in the City of Folsom	Completion Year 2002
REG15570	I-80 Corridor Double track from Royal Oaks to Swanston	Completion Year 2010
REG16520	Metro Facility Design and construct light rail vehicle spare parts storage building.	Completion Year 2000

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Lead Agency Sacramento Regional Transit District		Sacramento County
REG16260 \$450,000	Sacramento City CBD Acquire one historic trolley for regular operation in Sacramento's central business district.	Completion Year 1999
REG16710 \$994,700	Sacramento Regional Transit District Acquisition of 14 Paratransit vehicles including local match.	Completion Year 1999
REG15251 \$17,000,000	Sacramento Regional Transit District Additional LRT vehicle acquisition for South Sacramento Corridor extension for 10 minute frequencies	Completion Year 2010
REG15880 \$18,000,000	Sacramento Regional Transit District Annual funding in the amount of \$3 million/year to provide mid-life rebuild of all major components of the original LRT fleet of 26 trains from 2001 to 2007.	Completion Year 2007
REG15830 \$750,000	Sacramento Regional Transit District Associated capital equipment leases - 1996 to 2005	Completion Year 2005
REG15831 \$750,000	Sacramento Regional Transit District Associated capital equipment leases - 2006 to 2015	Completion Year 2015
REG15303 \$45,000,000	Sacramento Regional Transit District CNG bus purchase for fleet expansion and replacement - 2010 to 2023	Completion Year 2015
REG15302 \$50,009,000	Sacramento Regional Transit District CNG bus purchase for fleet replacement and expansion - 2000 to 2010	Completion Year 2010
REG15450 \$2,500,000	Sacramento Regional Transit District Capitalization of rail maintenance and equipment costs from 1995 to 2005	Completion Year 2005
REG15451 \$2,500,000	Sacramento Regional Transit District Capitalization of rail maintenance and equipment costs from 2006 to 2015	Completion Year 2015
REG16580 \$4,150,099	Sacramento Regional Transit District Capitalize preventative maintenance costs	Completion Year 1999
REG15900 \$4,300,000	Sacramento Regional Transit District Construct off-street bus transfer facilities, park-and-ride lots, and related facilities at key locations in the region including future LRT stations	Completion Year 2007
REG16550 \$250,000	Sacramento Regional Transit District Consultant fees related to survey and mapping of properties.	Completion Year 2000
REG15400 \$600,000	Sacramento Regional Transit District Evaluate and correct deficiencies of RT's facilities and vehicles for compliance with ADA for 1996 to 2005	Completion Year 2003
REG15401 \$1,000,000	Sacramento Regional Transit District Evaluate and correct deficiencies of RT's facilities and vehicles for compliance with ADA for 2005 to 2015	Completion Year 2003
REG15160 \$1,500,000	Sacramento Regional Transit District General improvements - 1996 to 2005	Completion Year 2005
REG15161 \$1,500,000	Sacramento Regional Transit District General improvements - 2006 to 2015	Completion Year 2015
REG15940 \$1,500,000	Sacramento Regional Transit District ITS and demand responsive communications system from 2006 to 2015	Completion Year 2015
REG16320 \$2,115,000	Sacramento Regional Transit District Lump sum purchase of vehicles and operating equipment for ADA compliance (FFY 1998)	Completion Year 1999
REG15320 \$17,376,400	Sacramento Regional Transit District Make required certificate of participation payments on original 75 CNG buses	Completion Year 2007
REG15920 \$5,000,000	Sacramento Regional Transit District New administration building	Completion Year 2007
REG15690 \$1,750,000	Sacramento Regional Transit District Payment of RT's share of the backbone to the regional radio system operated by Sacramento County	Completion Year 2003

Lead Agency Sacramento Regional Transit District		Sacramento County
REG15411 \$250,000	Sacramento Regional Transit District Phase 2: Replace damaged bicycle lockers and provide additional lockers throughout the system from 2006 to 2015	Completion Year 2015
REG15890 \$14,000,000	Sacramento Regional Transit District Provide for the ongoing Paratransit vehicle replacement and/or major rehabilitation from 1996 to 2005	Completion Year 2005
REG15891 \$14,000,000	Sacramento Regional Transit District Provide for the ongoing Paratransit vehicle replacement and/or major rehabilitation from 2006 to 2015	Completion Year 2015
REG16270 \$5,000,000	Sacramento Regional Transit District Purchase 18 new replacement CNG buses, six each 25 foot buses and twelve each 40 foot buses	Completion Year 1999
REG16150 \$2,000,000	Sacramento Regional Transit District Replacement of farebox equipment	Completion Year 2015
REG15930 \$15,000,000	Sacramento Regional Transit District Satellite maintenance facility	Completion Year 2006
REG16560 \$750,000	Sacramento Regional Transit District Secure long-term lease with Caltrans for P/Q Streets parking lot	Completion Year 2000
REG15660 \$2,184,982	Sacramento Regional Transit District Swanston Transit Center: Design and construct a pedestrian crossing over the Union Pacific Railroad right of way from the Swanston light rail station to the office complex on the south side, and construct improvements to the station	Completion Year 2000
REG16460 \$880,000	South Corridor 21st Street Light Rail Station - Construct a new light rail station as part of the South Corridor Extension project	Completion Year 2002
REG15053 \$200,000,000	South Corridor Build new South LRT line from Meadowview Rd. to Calvine/Auberry	Completion Year 2007
REG15052 \$222,000,000	South Corridor Final design and construction for new South Line light rail extension from Downtown Sacramento to Meadowview Rd.	Completion Year 2003
REG16180 \$100,000	Sunrise Blvd./Coloma Rd. Phase 1 of Gold River park and ride lot in the northeast quadrant of Sunrise Blvd. and Coloma Rd. near Cemo Cir.	Completion Year 2000
Lead Agency Sacramento Transportation Authority		Sacramento County
\$2,146,672	Lump Sum Categories Safety	
Lead Agency Southgate Recreation and Park District		Sacramento County
\$600,750	Lump Sum Categories Bicycle and Pedestrian Facilities	
Lead Agency State Dept of Parks and Recreation		Sacramento County
\$350,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

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Lead Agency Caltrans District 3		Sutter County
\$3,171,000	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
\$11,458,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL15780 \$16,322,000	Route 20 Construct urban interchange at Route 99 and Route 20	Completion Year 2010
CAL15722 \$44,469,000	Route 70 Construct 4-lane expressway/freeway from 70/99 wye to .5 miles north of Cornelius Rd.	Completion Year 2006
CAL15723 \$53,329,000	Route 70 Widen from 2 to 4 lanes from .5 miles north of Cornelius Rd to .6 miles north of Bear River Bridge	Completion Year 2010
CAL16950 \$12,000,000	Route 99 Build new two-lane interchange at Riego Rd in Sutter County	Completion Year 2005
CAL16960 \$7,827,000	Route 99 Construct passing lanes and widen from 2 to 4 lanes from 0.2 mile north of Sacramento Ave to Central Ave	Completion Year 2000
CAL17300 \$9,895,000	Route 99 Widen from 2 to 4 lanes from Central Ave. to Ashford Ave.	Completion Year 2003
CAL17280 \$14,627,000	Route 99 Widen from 2 to 4 lanes from Route 113 to Oswald Road	Completion Year 2003
CAL17270 \$9,621,000	Route 99 Widen from 2 to 4 lanes from the 70/99 wye to south of the Feather River	Completion Year 2003
CAL17660 \$37,200,000	Route 99 Widen from 2 to 4 lanes, with a median left-turn lane, from south of the Feather River Bridge to Sacramento Ave	Completion Year 2005
CAL17670 \$19,100,000	Route 99 Widen from 2 to 4 lanes, with median left-turn lane, from Ashford Ave to Route 113	Completion Year 2005
CAL17680 \$7,700,000	Route 99 Widen from 2 to 4 lanes, with median left-turn lane, from Oswald Rd to south of Lincoln Rd	Completion Year 2005
Lead Agency City of Live Oak		Sutter County
\$306,423	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
Lead Agency City of Yuba City Dept of Public Works		Sutter County
CAL15770 \$2,000,000	Route 20 Widen from 4 to 6 lanes from Walton Rd to Rocca Way	Completion Year 2010
YUB15500 \$1,500,000	Route 99 Add signalized intersection north of Bridge Street on Route 99	Completion Year 2002
Lead Agency Sutter County Dept of Public Works		Sutter County
\$30,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
SUT10390 \$445,000	Butte House Rd. Upgrade to 2 lane urban standard, Acacia Ave. to Humphrey Rd.	Completion Year 2010
SUT10210 \$500,000	Butte House Rd. Widen Butte House Rd to to accomodate a left-turn median, overlay, and drainage improvements from Live Oak canal to city limits, and curb/gutter/sidewalk at Tierra Buena School	Completion Year 1999
SUT10320 \$1,569,000	Garden Highway Upgrade to 2-lane urban standard, Yuba City city limits to Route 99.	Completion Year 2010

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Lead Agency Sutter County Dept of Public Works		Sutter County
SUT10410	Garden Highway \$1,889,000 Upgrade travel lane and shoulder, Sankey Rd. to W. Catlett Rd.	Completion Year 2010
SUT10370	Lincoln Rd. \$688,000 Widen to 2 lanes with a center lane from Jones Rd. to Walton Rd.	Completion Year 2010
SUT10310	Pleasant Grove Rd. \$1,070,000 Widen to 4 lanes, Bear River Dr. to Yuba County	Completion Year 2010
SUT10270	Pleasant Grove Road \$984,000 Realign South - Howsley Road / Widen to 4 lanes Howsley Rd to Riego Rd.	Completion Year 2010
SUT10340	Riego Rd \$3,142,000 Widen to 4 lanes, Route 99 to Placer Co.	Completion Year 2010
SUT10240	Walton Ave: Franklin Rd - Bridge St. \$426,000 Widen 4 lanes + centerlane	Completion Year 2000

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Lead Agency Caltrans District 3		Various Counties
\$8,000,000	Lump Sum Categories Safety	
CAL10820 \$118,000,000	Route 65 Construct 2-lane Third Feather River Bridge, with right-of-way for ultimate 4 lanes, from Route 70/Erle Rd in Yuba County to Route 99/Bogue Rd in Sutter County.	Completion Year 2010
CAL16780 \$28,212,000	U.S. 50 Construct HOV lane from Sunrise Blvd in Sacramento County to El Dorado Hills Blvd in El Dorado County (funded in part by El Dorado County STIP funds and Traffic Impact Fees).	Completion Year 2002
CAL16800 \$5,000,000	Various Locations Caltrans District 3 project, additional ramp meters on freeways.	Completion Year 2005
CAL16770 \$7,980,000	Various Locations Construct Regional Traffic Management Center to coordinate Caltrans traffic management systems.	Completion Year 1999
Lead Agency Caltrans Headquarters		Various Counties
VAR10000 \$5,958,610	In Various Counties minor lump sum - local bridge replacement and seismic retrofit	Completion Year 1999
VAR10030 \$2,853,330	In Various Counties minor lump sum - local hazard elimination and safety projects	Completion Year 1999
VAR10020 \$3,095,560	In Various Counties minor lump sum - local rail, highway crossings, and protective devices	Completion Year 1999
YST10070 \$56,250	Not applicable Lump sum purchase of transit vehicles for elderly and handicapped passenger transportation	Completion Year 1999
CAL15980 \$300,000	Various Counties Lump Sum - Rail, Highway Crossings, and Protective Devices	Completion Year 1999
Lead Agency Capitol Corridor Joint Powers Authority		Various Counties
CAL17930 \$60,000,000	Intercity rail Increase capitol corridor train service, from 6 to 10 roundtrips daily--track and station improvements. (Cost pertains to the entire Capitol Corridor.)	Completion Year 2002
CAL17940 \$25,000,000	Intercity rail Increase capitol corridor train service, from 6 to 10 roundtrips daily--vehicle acquisition. (Cost pertains to the entire Capitol Corridor.)	Completion Year 2002
Lead Agency SACOG		Various Counties
VAR10080 \$8,000,000	ITS Smart Corridor Demonstration Project Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications. Corridor to be selected. Includes Sacramento City, County, Caltrans, SRTD.	Completion Year 2003
SAC21010 \$470,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2003-2005	Completion Year 2005
SAC21020 \$1,175,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2005-2010	Completion Year 2010
SAC21030 \$1,175,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2010-2015	Completion Year 2015
SAC21040 \$1,645,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2015-2022	Completion Year 2022
Lead Agency Yolo County Transportation District		Various Counties
\$827,840	Lump Sum Categories Operating Assistance	

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Lead Agency Yuba Sutter Transit		Various Counties
\$48,516,000	Lump Sum Categories Operating Assistance	
YST10220	Yuba Sutter Transit Purchase buses for fleet replacement (commuter buses)	Completion Year 2018
YST10170	Yuba Sutter Transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2005
YST10230	Yuba Sutter Transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2020
YST10210	Yuba Sutter Transit Purchase buses for fleet replacement (paratransit buses)	Completion Year 2016
YST10150	Yuba Sutter Transit Purchase buses for fleet replacement and minor fleet expansion (commuter busses).	Completion Year 2003
YST10090	Yuba Sutter Transit Purchase buses for minor fleet expansion	Completion Year 2000
YST10240	Yuba Sutter transit Purchase buses for fleet replacement (commuter buses)	Completion Year 2022
YST10200	Yuba Sutter transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2010
YST10190	Yuba Sutter transit Purchase buses for fleet replacement (paratransit buses).	Completion Year 2008
YST10180	Yuba Sutter transit Purchase buses for fleet replacement and minor fleet expansion (commuter buses)	Completion Year 2007

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Lead Agency Caltrans District 3		Yolo County
\$2,000	Lump Sum Categories Directional and Informational Signs	
\$5,520,000	Lump Sum Categories Safety	
YOL15920 \$6,685,000	I-5 County Road 102 Interchange: Construct a southbound County Road 102 on-ramp to northbound I-5. Project also includes Preliminary Engineering and Right-of-Way for the I-5 / SR-113 freeway to freeway connection.	Completion Year 2001
CAL15880 \$30,000,000	I-5 Route 113 Interchange: Construct freeway-to-freeway connection	Completion Year 2010
CAL16330 \$37,000,000	I-80 Carpool lane from Richards Blvd. in Davis to U.S. 50/I-80 split in West Sacramento.	Completion Year 2010
CAL15800 \$14,469,800	I-80 Widen Mace Blvd. overcrossing to six lanes (with dual turn lanes and bike lanes), revise freeway ramps at I-80; construct 200-space park-and-ride lot for carpool, bike, and transit access	Completion Year 2001
CAL16380 \$24,322,000	Route 84 In West Sacramento from Marshall Road to U.S. 50 including Yolo barge canal crossing--widen to 4 lanes, add 2-lane draw bridge.	Completion Year 2001
CAL17820 \$21,000,000	Route 84 Widen to 4 lanes Higgins Road to Marshall Rd.	Completion Year 2002
YOL15880 \$350,000	U.S. 50 Harbor Blvd Interchange: Complete the environmental studies and permits and prepare plans, specifications, and estimates for the project.	Completion Year 2001
CAL15790 \$10,000,000	U.S. 50 Widen from Jefferson Blvd. to Pioneer Bridge.	Completion Year 2015
Lead Agency City of Davis Dept of Public Works		Yolo County
\$7,905,198	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$882,000	Lump Sum Categories Mass Transit	
\$945,600	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YOL16320 \$65,318	City of Davis Continue the City of Davis Bicycle/Pedestrian Coordinator position for an additional year	Completion Year 1999
Lead Agency City of West Sacramento Dept of Public Works		Yolo County
\$474,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YOL15130 \$10,200,000	Harbor Blvd. West Capitol Ave. to Industrial, 4 to 6 lanes	Completion Year 2002
YOL15890 \$10,364,000	I-80 Enterprise Blvd Interchange: Realign and improve ramps and widen Enterprise Blvd from 2 to 4 lanes	Completion Year 2005
YOL15670 \$4,000,000	I-80 Widen ramps and install ramp meters at Reed Avenue interchange.	Completion Year 2005
YOL15150 \$4,100,000	Industrial Blvd. Widen 4 to 6 lanes, Harbor Blvd to Terminal Ave.	Completion Year 2002
YOL15940 \$500,000	Lake Washington Blvd. Widen from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	Completion Year 2010
YOL15950 \$1,500,000	Lake Washington Blvd. Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	Completion Year 2010

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Lead Agency City of West Sacramento Dept of Public Works		Yolo County
YOL15180 \$8,000,000	South River Rd. new canal crossing.	Completion Year 2015
YOL15881 \$22,500,000	U.S. 50 Harbor Blvd Interchange: Widen overcrossing 4 to 6 lanes, revise ramps.	Completion Year 2005
YOL15680 \$3,500,000	U.S. 50 Install ramp meters and modify ramp design at South River Rd interchange.	Completion Year 2005
YOL15900 \$11,500,000	U.S. 50 Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	Completion Year 2002
Lead Agency City of Winters Dept of Public Works		Yolo County
\$55,250	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$413,300	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
Lead Agency City of Woodland Dept of Public Works		Yolo County
\$675,200	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$885,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$828,780	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$310,000	Lump Sum Categories Safety	
Lead Agency Other		Yolo County
\$2,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
Lead Agency University Transport System		Yolo County
\$79,000	Lump Sum Categories Mass Transit	
UNI10360 \$2,563,000	Davis Capital Assistance - Transit Corridor Terminal Improvements	Completion Year 2001
UNI10340 \$3,382,640	Davis Capital Assistance - Upgrade Transit Maintenance Facility	Completion Year 2001
UNI10330 \$2,266,744	Davis Capital Assistance - vehicle replacement/minor fleet expansion/bus rehabilitation	Completion Year 2001
UNI10180 \$9,409,254	Unitrans 20 clean air technology replacement and expansion buses	Completion Year 2002
UNI10200 \$4,000,000	Unitrans purchase 11 new buses	Completion Year 2002
UNI10210 \$11,796,898	Unitrans purchase 21 new buses	Completion Year 2010
Lead Agency Yolo County Dept of Public Works		Yolo County
\$4,300,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

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Lead Agency Yolo County Dept of Public Works		Yolo County
\$400,000	Lump Sum Categories Intersection Channalization Projects	
\$194,000	Lump Sum Categories Mass Transit	
\$4,500,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$8,786,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
YOL16280 \$3,000,000	County Road 98 Widen from Solano County line to Woodland to add shoulders and bicycle lanes.	Completion Year 2003
Lead Agency Yolo County Transportation District		Yolo County
\$60,000	Lump Sum Categories Mass Transit	
YOL16100 \$1,488,750	West Sacramento West Sacramento Transit Center	Completion Year 2000
YCT10250 \$12,000,000	YCTD Purchase 39 new buses for replacement and expanded service countywide.	Completion Year 2010
YCT10370 \$2,501,250	Yolo County Transportation District Purchase CNG replacement buses	Completion Year 1999
YCT10340 \$255,527	Yolo County Transportation District Purchase vehicles that comply with the Americans with Disabilities Act.	Completion Year 1999
YCT10520 \$60,000	Yolo County Transportation District Yolo County Transportation Plan and survey.	Completion Year 2000

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Lead Agency Caltrans District 3		Yuba County
\$6,000,000	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
CAL15941 \$2,200,000	Route 70 Purchase right of way from Routes 65/70 to 0.5 mi north of Ellis Rd for the Marysville Bypass	Completion Year 2006
CAL15920 \$39,974,000	Route 70 Widen to four-lane expressway from 0.6 mile north of Bear River Bridge to 0.3 mile south of McGowan Pkwy overcrossing	Completion Year 2002
YUB15370 \$6,000,000	Route 70 @ Algodon Rd. Construct interchange at Route 70 and Algodon Rd	Completion Year 2010
Lead Agency City of Marysville Dept of Public Works		Yuba County
\$5,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$7,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL15960 \$3,000,000	Route 70 Widen from 4 to 6 lanes from First St to Ninth St, and widen the approaches to the Tenth St Bridge	Completion Year 2010
Lead Agency Yuba County Dept of Public Works		Yuba County
\$500,000	Lump Sum Categories Intersection Channelization Projects	
\$4,500,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YUB15430 \$4,000,000	Arboga Rd. Widen from 2 to 4 lanes from McGowan Parkway to Plumas Arboga Rd	Completion Year 2001
YUB15380 \$11,600,000	Arterial A Construct new road (Arterial A) as part of Plumas Lake development	Completion Year 2005
YUB15410 \$8,000,000	Arterial B Construct new four-lane south Arterial B as a part of the Plumas Lake specific plan.	Completion Year 2003
YUB15420 \$6,500,000	Arterial B Construct new north Arterial B	Completion Year 2005
YUB15390 \$800,000	Feather River Blvd. Widen from 2 to 4 lanes from Arterial B to Route 70	Completion Year 2000
FLP10111 \$4,420,000	Marysville Rd. (Forest Highway 105) Construct one-mile bypass of Dobbins and reconstruct existing highway on Marysville Rd from Indiana Ranch Rd to three miles east of Indiana Ranch Rd	Completion Year 2000
YUB15400 \$4,400,000	McGowan Pkwy. Widen from 2 to 4 lanes east from Route 70 to Arboga Rd	Completion Year 2005
YUB15440 \$500,000	Route 20 Construct new intersection at Route 20 and Spring Valley as described in the Spring Valley Specific Plan.	Completion Year 2001
YUB15360 \$8,000,000	Route 70 @ Feather River Blvd. Construct interchange as part of the Pumas Lake Specific Plan.	Completion Year 2010
YUB15460 \$2,000,000	Southpoint Pkwy. Construct new Southpointe Parkway as described the Spring Valley Specific Plan.	Completion Year 2002
YUB15450 \$2,000,000	Town Center Rd. Construct new Town Center Road as described in the Spring Valley Specific Plan.	Completion Year 2002

APPENDIX E: SACOG REGIONAL AVIATION SYSTEM PLAN

[Appendix E reprints the Executive Summary of SACOG's Regional Aviation System Plan]. The Plan consists of four major elements and an Action Plan. Plan elements include a Background and Introduction Element, Financial Element, Forecast Element, and Systems Requirements Element. Each of these elements is described below.

1. Background and Introduction Element

The Background and Introduction Element is comprised of four major sections, which include a Regional Setting; Aviation Issues; Inventory; and Goals, Objectives and Policies section. These sections are described as follows:

Regional Setting

The Regional Setting establishes the context for subsequent portions of the Plan by providing an overview of the geographic, physical and socioeconomic characteristics of the region in which the airports are located. Existing and projected population and employment characteristics of the region are discussed. This section also highlights regional land use characteristics and provides a broad overview of the regional transportation system.

Aviation Issues

The Aviation Issues section looks at the significant issues affecting aviation at the federal, state and local level, and categorizes these issues under the following subsections:

Environmental: The discussion of environmental issues looks at airport noise problems and the federal, state and local programs which have been established to address them. The water quality and air quality impact of airports, and the programs established to address these issues, are also discussed.

Safety, Navigation and New Technology: The discussion of safety, navigation and new technology looks at the federal, state and local programs which regulate the safety of the aviation system. The use of airspace and the existing airspace control system are examined, as is the status of navigational aids used by the aviation industry. Current aviation research and development programs are also highlighted.

Air Access to the Region: The discussion of air access highlights commercial and general aviation service in the region, and examines the rapid growth in regional air cargo volumes. Issues related to helicopter use are looked at, as are federal, state and local programs to regulate helicopter use. The missions of the two Air Force bases located within the region, Beale Air Force Base and McClellan Air Force Base, are discussed, as is the decision to close McClellan Air Force Base and convert it to civilian use.

Aviation System Requirements: This subsection examines the capacity and expansion capabilities of airports located within the region, and also discusses the State Capital Improvement Program process as it relates to the airports.

Planning: The discussion of planning starts with an overview of the regional transportation planning process in general, and goes on to specifically highlight the aviation system planning process. This subsection also examines airport ground access issues and transportation system management measures established for Sacramento International Airport. The airport comprehensive land use planning process is discussed, as is SACOG's role as the designated Airport Land Use Commission for the region.

Economics: This subsection examines the considerable economic role airports play as a stimulus to both the State and local economies. Airport funding programs at the federal, state and local levels are explored, and the issue of financing ground access to airports is also discussed.

Partnerships: The partnerships discussion looks at the relationship of the varied local, regional, state and federal entities which participate in the aviation planning process. Also addressed are the opportunities for public participation in the planning process, existing aviation awareness and education programs, and programs in place to provide local assistance.

Inventory

This section provides information about each of the region's public use airports, military airports and heliports. Airport-specific information includes the facilities and services available at each airport, based aircraft and annual operation estimates, and landing and navigational aids. Information regarding the location of private heliports is included, as is the number of helicopters based at public use airports. The recent reclassification of the airspace system is discussed, along with how the region's airports fit into the new system. The rapid growth in air regional cargo volumes is highlighted, with air cargo tonnages presented for both Sacramento International and Mather Airports. The status of existing airport land use plans and airport planning documents are discussed, and the section ends with series of maps showing the adopted city and county general plan land use designations surrounding each public use airport.

Goals, Objectives and Policies

The Element concludes with a series of goals, objectives and policies that are intended to guide SACOG in its ongoing aviation system planning process. These goals, objectives and policies are grouped into the following categories: aviation safety, aviation noise, aviation system planning, aviation facilities, airport access and mobility, air quality, military airport conversion, aviation funding, and public participation.

2. Financial Element

The Financial Element describes the history and current status of Federal and State funding programs, and identifies funding support from these programs that airports within the Region have received in the past. Also identified are future aviation projects submitted by the airports for inclusion in the State Capital Improvement Program.

The Financial Element examines the various local funding programs used to fund services and projects at the Region's airports. Some of the more innovative approaches to airport financing through private and nontraditional sources are also discussed. The Element ends with an analysis of future airport needs, as identified in the State Capital Improvement Program, compared to future Federal and State funding resources assumed to be available to meet these needs

A major conclusion of the Element is that Federal and State funding programs do not have sufficient resources to meet the future funding needs of the Region's public-use airports. While federal AIP funding appropriations for aviation projects have increased over the past two years, after experiencing a declining trend for the preceding five years, this increase will likely result in only marginal increases in the AIP funding levels which have gone to the region's airports in the past.

At the State level, expenditures for State aviation funding programs have averaged approximately \$6.2 million per year during the period between fiscal years 1990/91 and 1996/97. In recent years the State has been unable to balance the budget with existing revenues, however, and the legislature has borrowed funds from non-General Fund sources such as the State Highway and Aeronautics accounts in order to make up the difference. Given the current nature of the State economy, it is unlikely that significant aviation funding level increases will occur.

Given the gap between Federal and State funding resources and the funding needs of airports, many airports will have to become increasingly self-sufficient in order to continue operating successfully. This could result in such actions as increasing airport user fees and lease fees, provided such increases do not put an individual airport at a disadvantage compared to fees charged at other airports within the local aviation market. Public-private partnership arrangements may also offer opportunities for providing funds for the development and operation of airport facilities. In addition, an increasing trend which some airports may want to investigate is the privatization of various functions at publicly-owned airports, in which public authorities and private contractors enter into agreements for the operation of airport services and concessions.

Airports will need to explore a broader range of innovative and nontraditional funding opportunities than in the past as traditional funding sources diminish. The next few years are likely to prove challenging for Federal and State aviation programs, airport operators, and aviation users alike in the effort to maintain airports as effective and efficient components of the nation's transportation network.

3. Forecast Element

The Forecast Element discusses aviation forecasts through the year 2020 for the region's public-use airports. Included are forecasts for based aircraft, aircraft operations, pilots, registered aircraft, and hours flown at general aviation airports. Passenger enplanement and operations forecasts are also presented for Sacramento International Airport, the region's air carrier airport. Forecasts of regional air cargo tonnage are also included.

The aviation forecasts contained in the Forecast Element were developed by the consulting firm of ICF Kaiser. The Caltrans Aeronautics Program contracted with ICF Kaiser to develop forecasts for all public-use airports within the State. Two reports were prepared as a result of the consultants'

work: the Central California Aviation System Plan: Interim Forecasts, Caltrans Aeronautics Program, October 1996; and the California Aviation System Plan: Interim Statewide Forecasts, Caltrans Aeronautics Program, October 1996. The first report focuses on the CCASP area, and is the source of the data used in the Forecast Element.

The region, as a whole, is forecast to experience a gradual increase in based aircraft, for a 31 percent increase between 1995 and the year 2020. Total annual operations within the region are also forecast to increase between 1995 and the year 2020 by some 36 percent. While the number of operations at the county level is forecast to increase during each five-year increment between 1995 and 2020, some fluctuations in this trend are forecast for individual airports.

Forecasts for student and private pilots show that this group comprised the largest pilot segment in 1995, being nearly three times as large as the commercial pilot segment. This pilot group, however, shows very little growth over time. By the year 2020, student and private pilots are forecast to increase by only 8 percent over 1995 levels.

The commercial pilot group, on the other hand, is forecast to grow significantly, for a 156 percent increase by 2020. By 2020, commercial pilots will comprise 45 percent of total pilots, compared to only 25 percent in 1995. Much of this increase will likely be due to increased commercial operations at Sacramento International Airport, as well as increased air cargo and corporate operations at Mather Airport.

Annual air carrier passenger enplanements were forecast for Sacramento International Airport. Both a low and a high enplanement forecast were developed, with the high forecast reflecting a significant hubbing operation at Sacramento International. The forecasts range from 3,250,000 enplanements in 1995 to 10,898,100 by the year 2020 under the low forecast and 15,908,100 under the high forecast. This amounts to a 235 and a 389 percent increase, respectively.

Subsequent to the preparation of the consultants forecasts, Sacramento International Airport prepared an update to their own forecasts. The airports forecasts go only as far as the year 2005. The airports forecasts do, however, assume a much slower rate of growth than even the consultants low forecast figures during the same period of time.

Commercial airline operations, consisting of both air carrier and commuter operations, were also forecast for Sacramento International Airport. As with enplanements, both a low and a high operations forecast was developed. Starting with a 1995 level of 116,568 operations, the low forecast for 2020 is 306,268 annual operations, while the high forecast is for 447,080 operations. This represents an increase of 163 percent for the low forecast and 284 percent for the high forecast. Since the operations forecasts were based primarily upon the passenger enplanement forecasts, they may be on the high side in light of the airport's more recent enplanement forecasts.

Forecasts were also made for air cargo. In 1995, air cargo amounted to 57,600 tons. By the year 2020 cargo is forecast to be at a level of 149,523 tons, representing a growth in air cargo of 160 percent during the forecast period. It should be noted that the forecasts assumed that all future air cargo operations would occur at Sacramento International Airport, and do not take into account the fact that a significant number of air cargo companies now operate out of Mather Airport.

4. Systems Requirements Element

The purpose of the Systems Requirements Element is to determine the capability of the region's public-use airports to accommodate the future forecast aviation demand identified in the Forecast Element. Included is an examination of existing aircraft operational capacity compared to future operational levels forecast at each airport. Forecast based aircraft are also compared to the existing and planned aircraft parking capacity of each airport. The ability of the region's air cargo facilities to accommodate future forecast levels of air cargo is examined. Potential constraints impacting the future operational and aircraft parking capacities of airports are also discussed.

The analysis of the capability of airports to accommodate forecast aircraft operations was performed by comparing the current estimated annual operational capacity of each airport to the year 2020 operations forecasts. Where the existing operational capacity of an airport exceeded forecast operations levels at an airport, a capacity surplus was assumed. Conversely, where year 2020 operations forecasts exceeded existing airport operational capacities, a capacity shortfall was noted.

Based upon the level of operations forecast at the region's general aviation airports by the year 2020, it is not anticipated that the operational capacity limit of any airport will be reached. Moreover, the region's airports are expected to have significant excess capacity, as evidenced by the fact that the most any single airport's individual capacity used was 58 percent, with most airports expected to be operating at less than 40 percent of capacity. With respect to aircraft parking capacity, the majority of the airports are expected to be able to accommodate the forecast levels of based aircraft.

While it was assumed that Sacramento International Airport would be operating at below capacity under the low operations forecast, under the high forecast scenario its existing capacity would be exceeded. Also, according to the consultants' passenger forecasts for Sacramento International, the airport's passenger capacity may be reached well before the year 2020. Fortunately, the airport has a much greater ability than do the general aviation airports to secure funding necessary for the construction of capacity enhancing facilities. The difficulty general aviation airports have in being able to secure the funding necessary to maintain existing facilities, and to construct additional facilities necessary to increase parking capacity, was the single most significant constraint identified. In addition, land use incompatibilities were also identified as having the potential to constrain airport capacity.

5. Action Plan

The intent of the Action Plan is to identify actions both SACOG and individual airports should undertake to both maintain and enhance the existing regional aviation system. The Action Plan is comprised of two sections. The first section consists of those actions which SACOG can undertake in fulfilling its role as both Airport Land Use Commission and Regional Transportation Planning Agency for the Counties of Sacramento, Sutter, Yolo and Yuba. These SACOG actions are derived from the goals, objectives and policies contained in the earlier Introduction and Background Element. The second section of the Action Plan is comprised of specific actions recommended for implementation by the regions public use airports.

APPENDIX F: REGIONAL AVIATION CAPITAL IMPROVEMENT PROGRAM

The Regional Aviation Capital Improvement Program consists of the following airport projects which have been submitted by individual airports for State funding. The following tables provide a brief description of each project, and include information on estimated project cost, source of primary funding, and the year for which funding is being requested. When the FAA is listed as the primary funding source for a project, the airport is seeking the 5% State match for projects funded primarily with federal Airport Improvement Program funds. Some airports list both the State and the FAA as primary funding sources in order to obtain funding from either source if it becomes available.

AIRPORT: Franklin Field

PLANNING AGENCY: Sacramento Area Council of Governments

TYPE OF AIRPORT: General Aviation - NPIAS

PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
Apron reconstruction and expansion and midfield taxiway	\$1,549,500	FAA	2000

AIRPORT: Mather Field**PLANNING AGENCY: Sacramento Area Council of Governments****TYPE OF AIRPORT: General Aviation - NPIAS**

PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
DME R/W 22L	\$75,000	STATE	2000
Security/perimeter fence	\$500,000	FAA	1999
GA Apron lighting	\$493,000	FAA	1999
R/W and T/W guidance signs	\$640,000	FAA	2001
T/W resurface and marking	\$200,000	FAA	2001
R/W 22L HIRL	\$494,000	FAA	1999
NPDES wash rack, cargo	\$200,000	FAA	2004
Land Acquisition	\$1,600,000	FAA	2004
Land Acquisition	\$1,600,000	FAA	2004
Airport boundary survey	\$300,000	FAA	2002
GA Apron rehabilitation	\$333,000	FAA	1999
GA tiedowns, 200	\$109,800	FAA	1999
GA Apron markings	\$35,000	FAA	1999
Segmented Circle	\$30,000	STATE	2000
Reconstruct T/W D (North)	\$1,000,000	FAA	2000
Overlay T/W E (North)	\$400,000	FAA	2000
Cargo Apron joint seal, crack and spall repair	\$525,000	FAA	2000
T/W A, holding bays, & T/W G, joint seal, crack and spall	\$750,000	FAA	2001
T/W A, F, & G MITL	\$220,000	FAA	2001
T & B Apron joint sealing, crack and spall repair	\$300,000	FAA	2001
Alert Apron, T/W Z joint seal, crack and spall repair	\$450,000	FAA	2001
R/W 04L-22R, T/W B & T/W E Overlay	\$2,300,000	FAA	2002
Overlay T/W D	\$300,000	FAA	2003
T/W D MITL	\$62,500	FAA	2002
R/W 04R-22L Overlay	\$3,750,000	FAA	2003
Apron Lighting-Phase II	\$260,000	FAA	1999

AIRPORT: Sacramento Executive**PLANNING AGENCY: Sacramento Area Council of Governments****TYPE OF AIRPORT: Reliever**

PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
T/W A & B 2" overlay, shoulder backing and light adjustment, Backing	\$114,595	FAA	2003
T/W D cold in-place recycling, 2" overlay, shoulder backing, marking	\$31,314	FAA	2003
2003T/W J rejuvenating seal, marking	\$11,326	FAA	2003
2003T/W H rejuvenating seal, marking	\$15,324	FAA	2003
T/W M 2" overlay, shoulder backing and light adjustment, marking	\$125,255	FAA	2003
Terminal & FBO aprons 2" overlay, markings	\$774,849	FAA	2005
Extend east end of T/W F to R/W 30	\$150,726	FAA	2000
Transient Helipads - southeast corner north apron	\$399	FAA	1999
Seal south apron	\$16,734	FAA	2000

AIRPORT: Sacramento International**PLANNING AGENCY: Sacramento Area Council of Governments****TYPE OF AIRPORT: Primary**

PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
SMUD feeder from Powerline Road substation	\$300,000	FAA	1999
Construct air cargo apron and taxiway adjacent to Terminal A	\$2,000,000	FAA	2000
Overlay existing Earhart Drive from Elverta Road to Delta Road	\$600,000	FAA	2000
Construct a portion of Elkhorn Blvd. from Powerline Road to north of the existing sewer ponds	\$800,000	FAA	2000
Overlay R/W 16R-34L & associated taxiways	\$6,000,000	FAA	2000
Install Global Positioning System equipment at R/W 16L-34R	\$200,000	FAA	2000
Expansion of existing Terminal A apron	\$11,000,000	FAA	2000
Construct 4,500' of Taxiway X, north of Taxiway Y	\$4,000,000	FAA	2002
Expand the existing air cargo apron area	\$2,000,000	FAA	2002
3,400' extension of R/W 16L	\$20,000,000	FAA	2003

AIRPORT: Sutter County

PLANNING AGENCY: Sacramento Area Council of Governments

TYPE OF AIRPORT: General Aviation - NPIAS

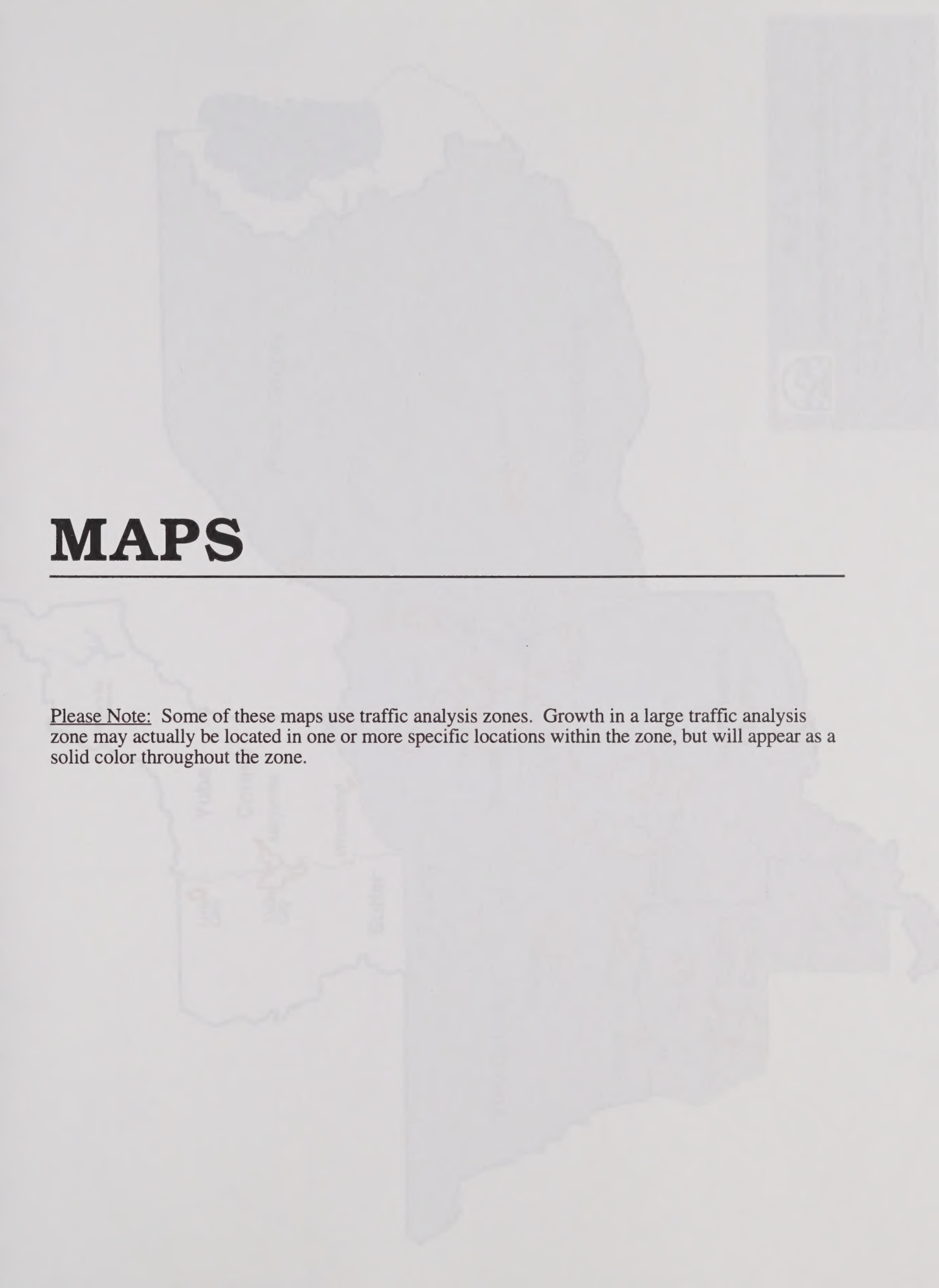
PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
Master Plan	\$40,000	FAA	1999
Overlay RW	\$220,000	STATE	2000
Overlay apron, Tws 17 and 17	165,000	STATE	2000
Overlay remaining apron and TWs	\$220,000	STATE	2000
Runway extension	\$360,000	STATE	2005
Overlay tiedown area	\$300,000	STATE	2001
Hangar construction (10)	\$220,000	FAA	1999

AIRPORT: University
PLANNING AGENCY: Sacramento Area Council of Governments
TYPE OF AIRPORT: General Aviation - NPIAS

PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
Pilot activated lighting (on runways)	\$5,245	STATE/FAA	2002
Prune trees at approaches	\$5,245	STATE/FAA	2002
GPS approach qualification	\$7,868	STATE/FAA	2002
Tree clearance mitigation at main R/W	\$7,868	STATE/FAA	2002
Underground high voltage electrical above-ground line at north end of runway	\$31,471	STATE/FAA	2002
Fire protection systems improvement	\$53,893	STATE/FAA	2002
Runway and taxiway drainage improvements	\$64,595	STATE/FAA	2002
Site Security Lighting Improvements	\$65,564	STATE/FAA	2002
Overlay tiedown area	\$255,370	STATE/FAA	2002
Directional Signing	\$5,402	STATE/FAA	2003
Dress up shoulders of taxiways, and over-runs	\$13,506	STATE/FAA	2003
AC directional signage (lighted or self-reflective signage)	\$24,311	STATE/FAA	2003
Pedestrian safety improvements	\$33,090	STATE/FAA	2003
Upgrade power to airport (new transformer & generators)	\$40,518	STATE/FAA	2003
Extend Utilities for apron expansion (i.e. underground power, storm drain, water)	\$40,518	STATE/FAA	2003
Access road realignment, north end of runway	\$56,881	STATE/FAA	2003
Airport entrance road realignment	\$67,531	STATE/FAA	2003
Site improvements for apron expansion	\$82,860	STATE/FAA	2003
Perimeter fencing	\$191,449	STATE/FAA	2003
Concrete pad for fueling area	\$16,694	STATE/FAA	2004
Helicopter parking area (concrete pad)	\$18,085	STATE/FAA	2004
Restroom upgrade (ADA compliance)	\$27,823	STATE/FAA	2004
Upgrade tiedowns	\$29,214	STATE/FAA	2004
Center line strobe lighting, on approaches	\$41,734	STATE/FAA	2004

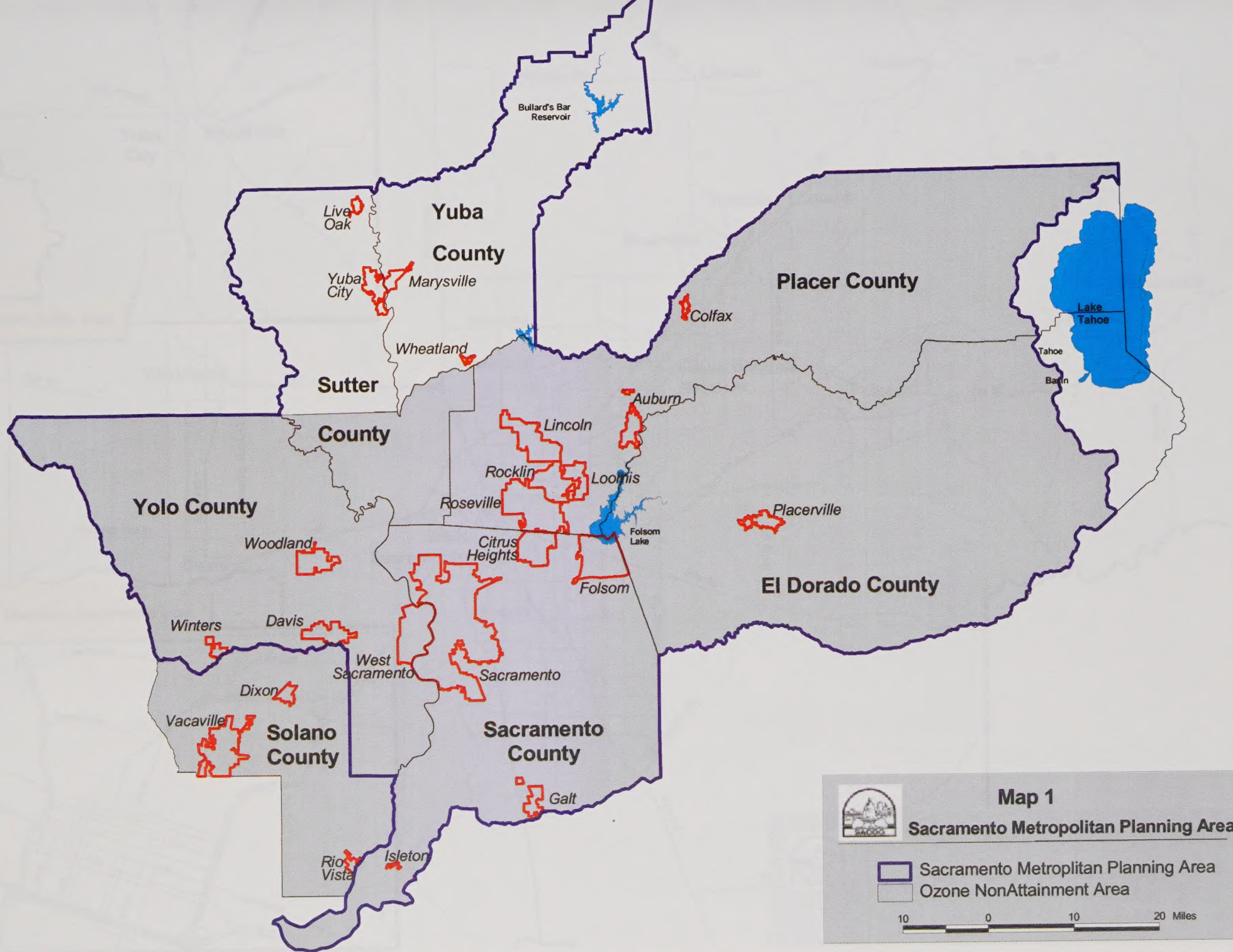
AIRPORT: Yuba County**PLANNING AGENCY: Sacramento Area Council of Governments****TYPE OF AIRPORT: General Aviation - NPIAS**

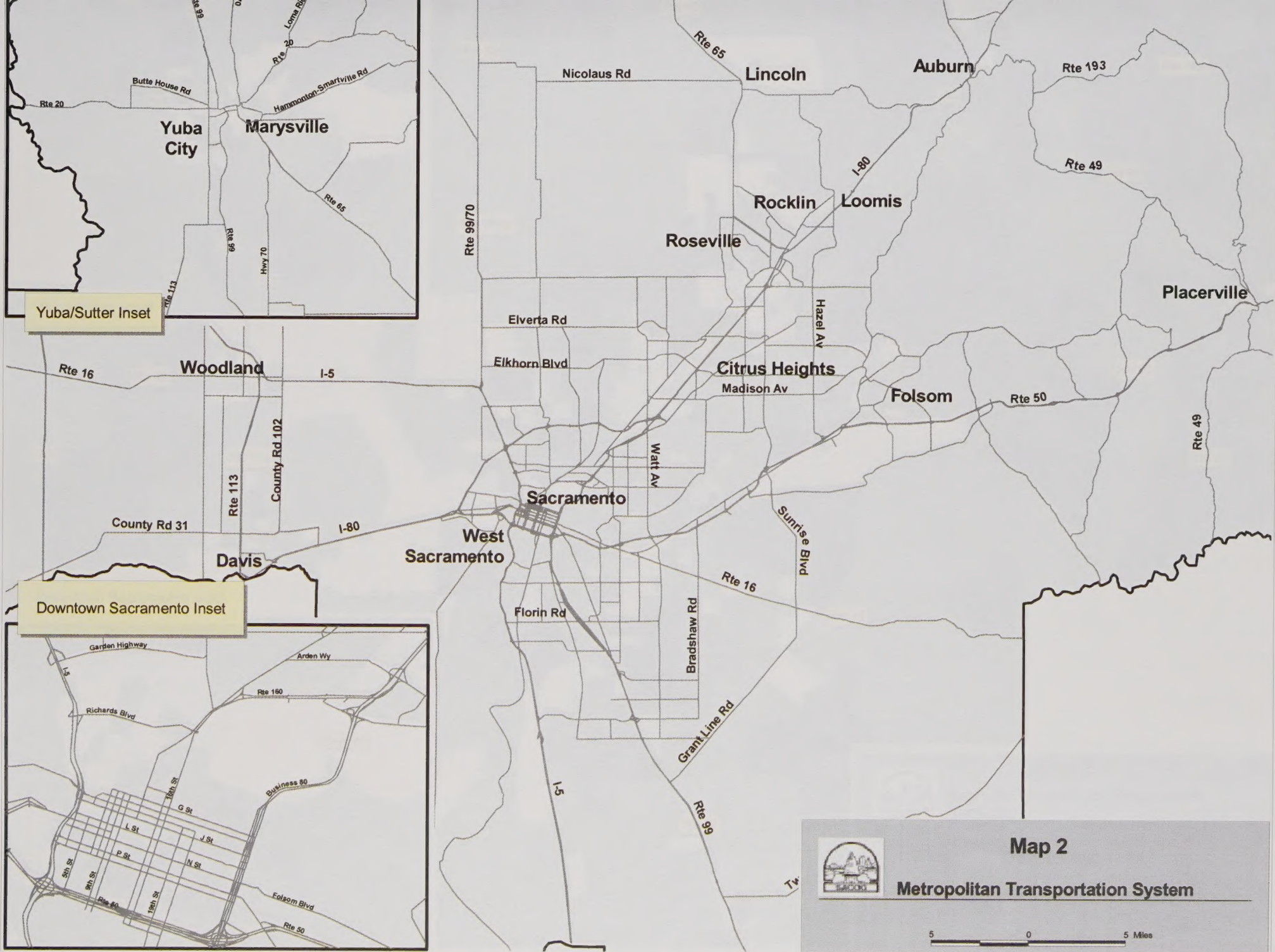
PROJECT DESCRIPTION	COST	PRIMARY FUNDING	REQUESTED YEAR
Update Master Plan	\$185,000	FAA	2000
Remove and replace underground storage tanks, relocate fuel island	\$750,000	STATE/FAA	2000
Construct and pave service road	\$82,700	STATE/FAA	2001
Medium intensity lights; taxiway to crosswind RW 5/23	\$150,000	STATE/FAA	2001
Construct parallel TW	\$150,000	STATE/FAA	2003
Crosswind RW 5/23 lighting	\$85,000	STATE/FAA	2001
Maintenance facility	\$275,000	STATE/FAA	2004
Construct airport terminal facilities	N/A	STATE/FAA	2001
Acquire land for RPZ for Runway 5/23	N/A	STATE/FAA	2002
Construct 3,000-foot runway 14/33 extension	\$ 3,235,000	STATE/FAA	2005
Rehabilitate control tower	\$200,000	STATE/FAA	2001
Construct new 9,500 lineal foot parallel taxiway	\$2,150,000	STATE/FAA	2005
Construct (2) helipads	N/A	STATE/FAA	2005

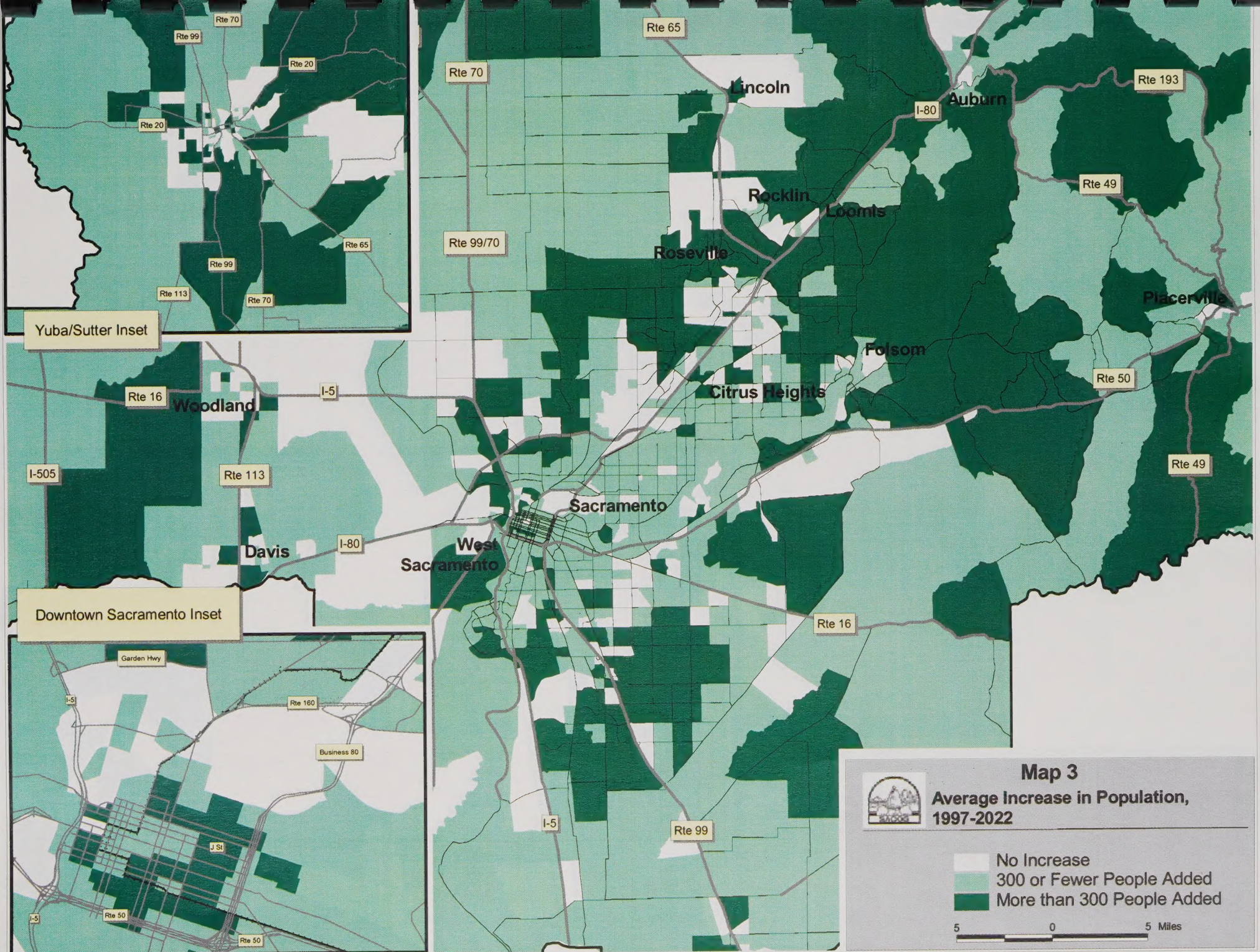


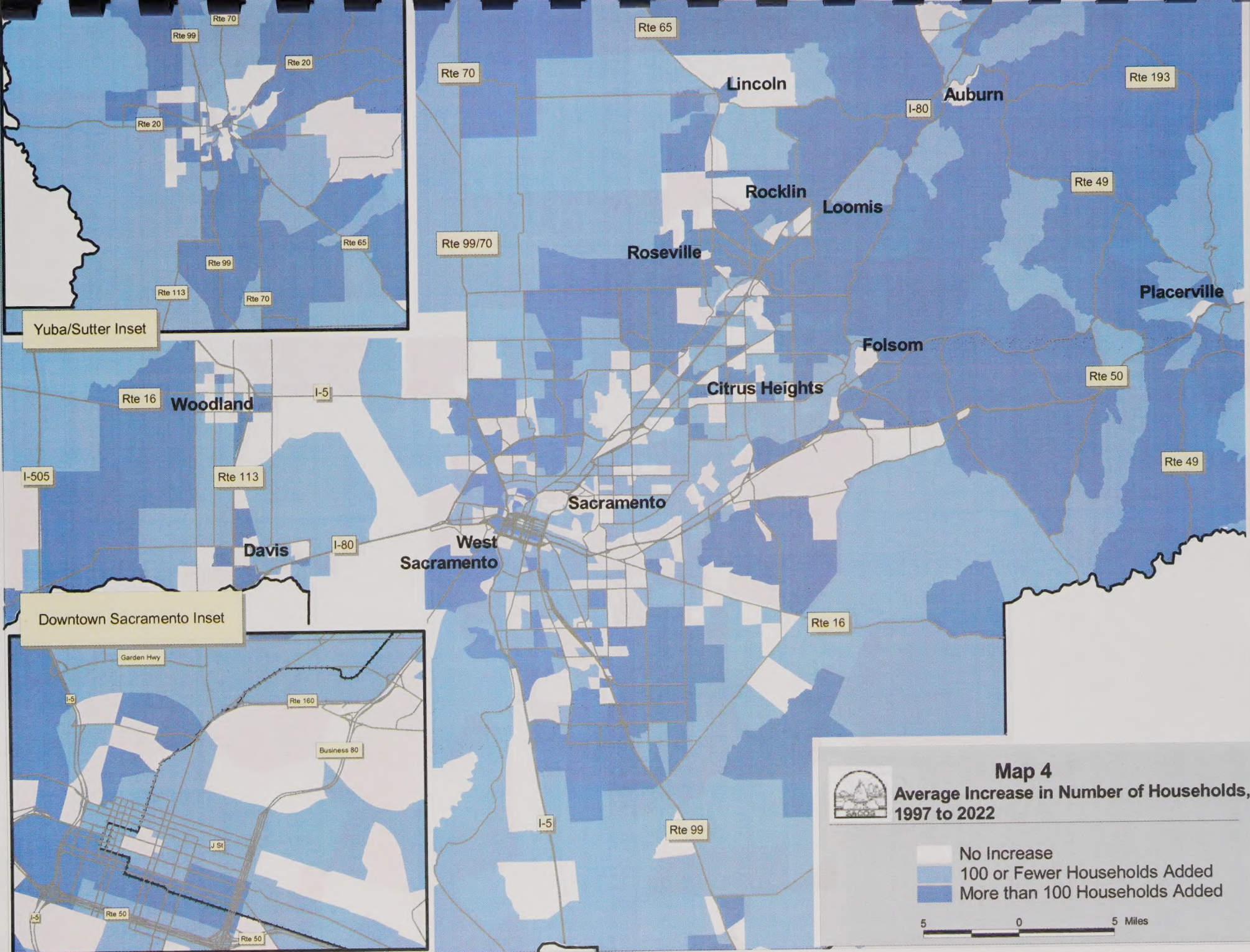
MAPS

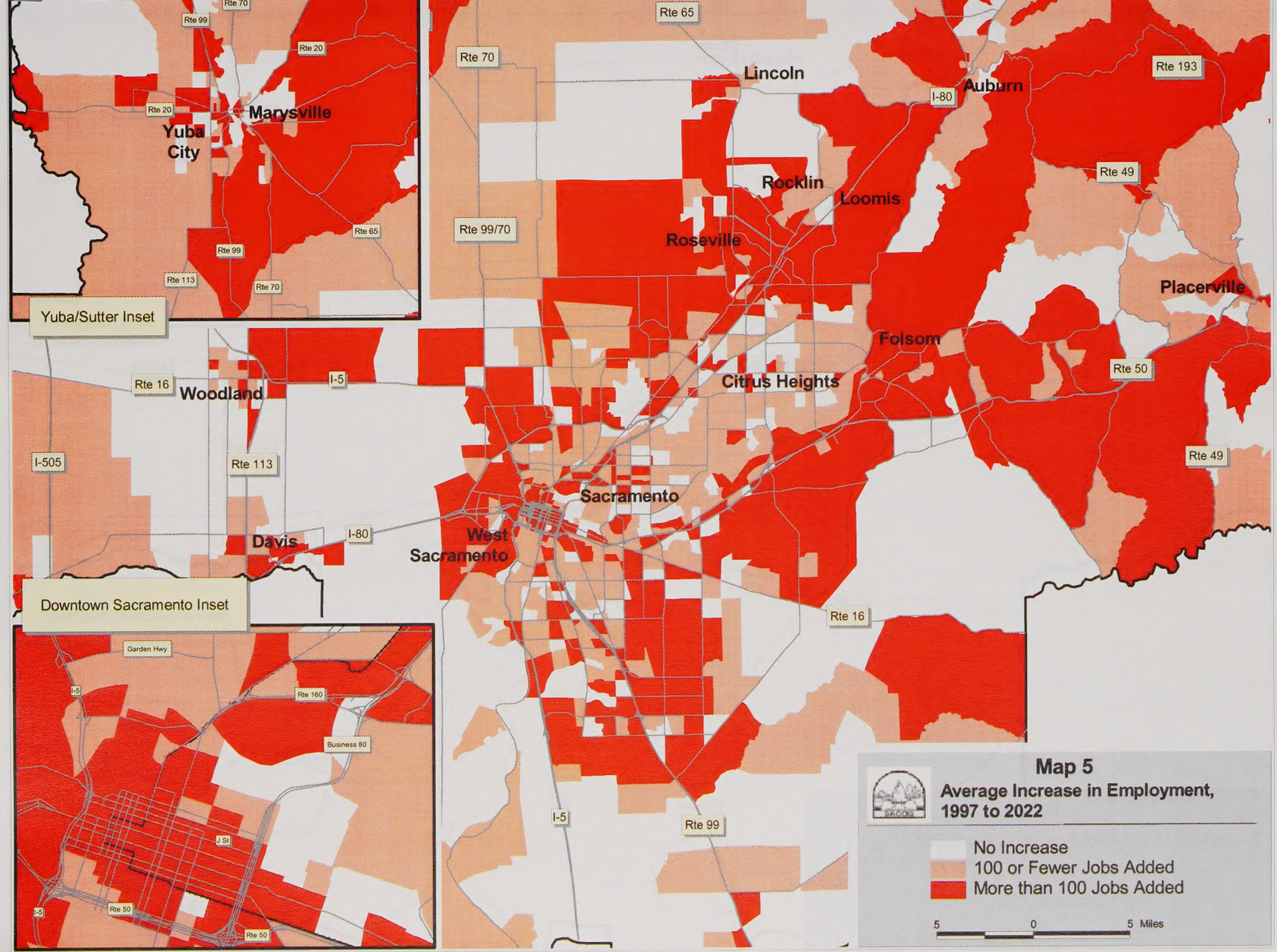
Please Note: Some of these maps use traffic analysis zones. Growth in a large traffic analysis zone may actually be located in one or more specific locations within the zone, but will appear as a solid color throughout the zone.

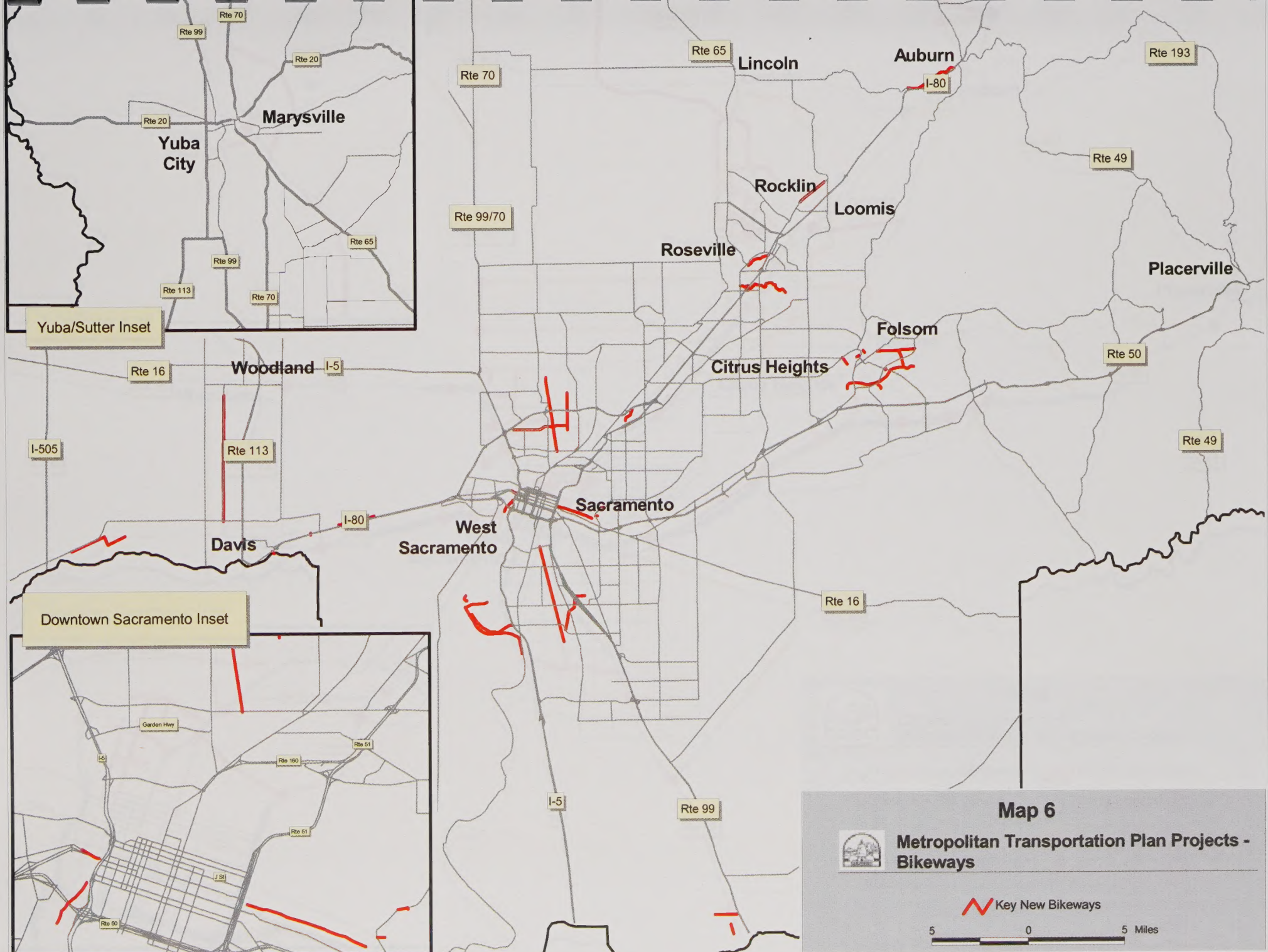










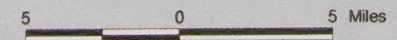


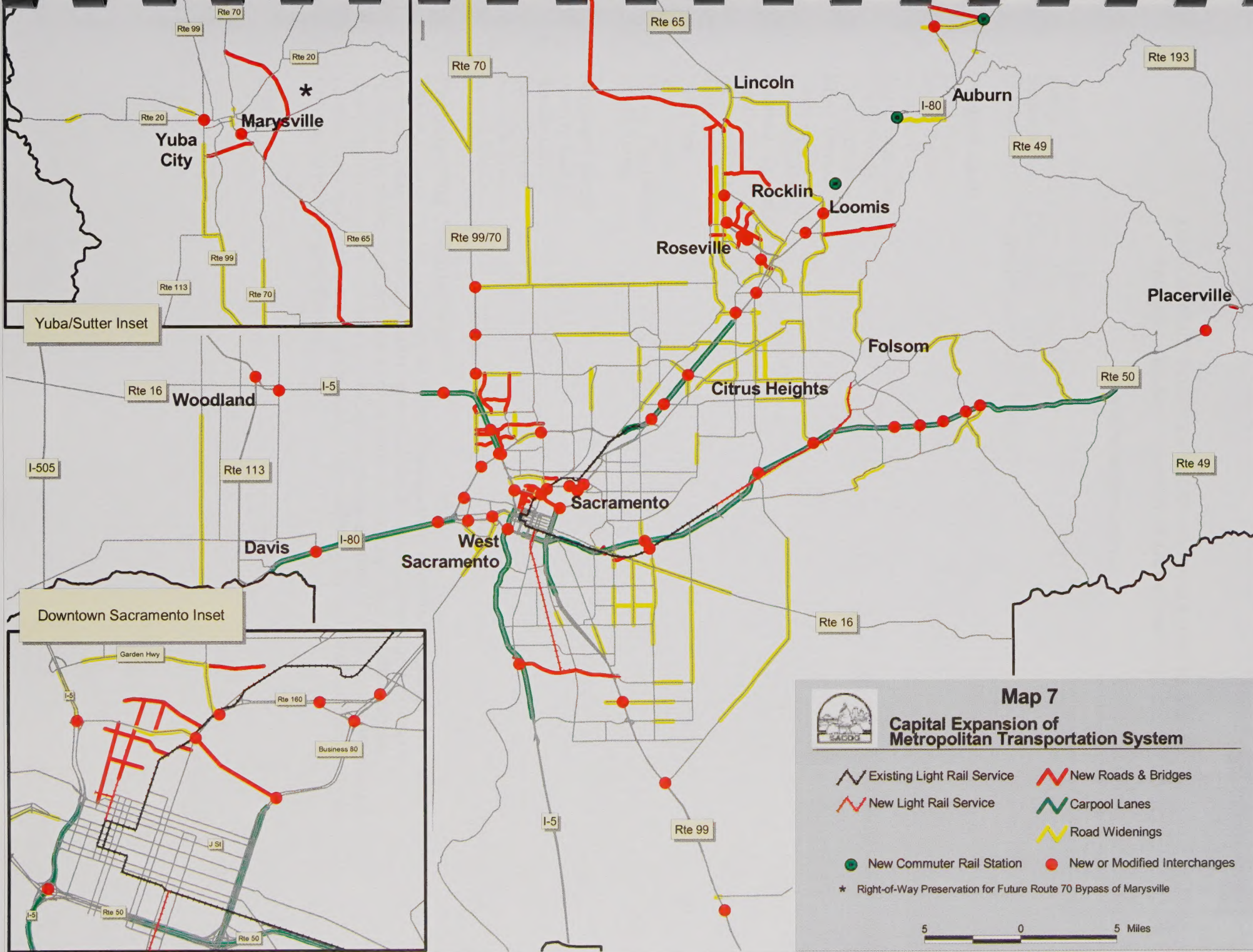
Map 6



**Metropolitan Transportation Plan Projects -
Bikeways**

 Key New Bikeways







1999 METROPOLITAN TRANSPORTATION PLAN Sacramento Area Council of Governments

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